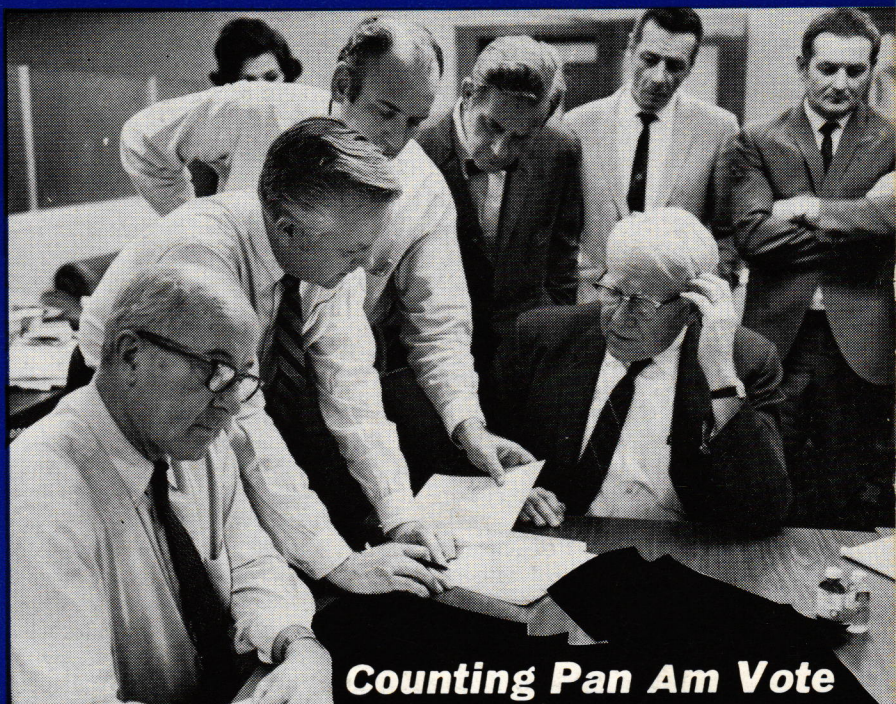


JANUARY, 1969



Pan Am Workers Vote Teamster, Braniff Next

see page 5



Counting Pan Am Vote

Fitzsimmons Dinner Funds Aid Crippled Children

See Page 17

INFLATION

LABOR'S PLACE IN HISTORY

THIS IS as good a time as any to put at rest forever the myth that the wage increases of workers—especially those who hold union membership—are responsible for price increases.

Worker wage gains *are not* the sole reason for price hikes by a long shot. The most telling support of this assertion was in a story published in a recent issue of that most famous American business publication —*The Wall Street Journal*. The newspaper began its story in this manner:

"The prevailing impression is that the current round of inflation is fueled mainly by union demands for ever higher wages. But many economic analysts say that the biggest price increases are coming where unions are weak or where labor costs are not even a major consideration.

"For example, few businesses are more strongly unionized than the auto industry. Yet despite the annual hubbub when the prices of the new models are announced, the government's Consumer Price Index puts new car prices, on the average, at about the same level as a decade ago. On the other hand, few fields are so little unionized as medicine. But physicians' fees, on the average, have jumped almost 40 per cent in the last 10 years."

Victor B. Fuchs, an economist at the National Bureau of Economic Research, was quoted by the *Journal* as saying: "The stereotype of big unions commanding big pay increases and causing, ultimately, big price boosts just doesn't jibe with the facts."

Instead, said Fuchs, the economic record shows that the biggest price increases are coming where highly skilled professionals are needed to meet sharply rising demand, or where it's difficult to offset higher wage rates with automated equipment, or where factors are involved that have little at all to do with labor costs.

The *Journal* presented several graphs to show how relatively non-union enterprise has spurred in prices (Ex: daily hospital service, 101 per cent; movie admissions, 70 per cent) compared with manufacturing where prices—taking the dollar value into account—have actually decreased. The best example of the latter is the auto industry where prices, according to government figures, have actually declined 2 per cent in the past 10 years—meanwhile, auto worker pay has increased 65 per cent in the same period. This seeming paradox was made possible by increased worker hourly output as a result of improved technology.

Several patterns account for increased prices, according to the *Journal*.

One pattern proven by the statistics is that the pay of essential skilled personnel has been rising sharply, regardless of whether they happen to be union members. Another pattern is the extent to which mechanization and automation have managed to offset sharply higher pay in some industries.

Still another pattern is that overall man-hour output in manufacturing has risen more than a third in the past 10 years—more than twice the rate of output in service industries which have a much lower percentage of unionization but a higher price tag for the consumer.

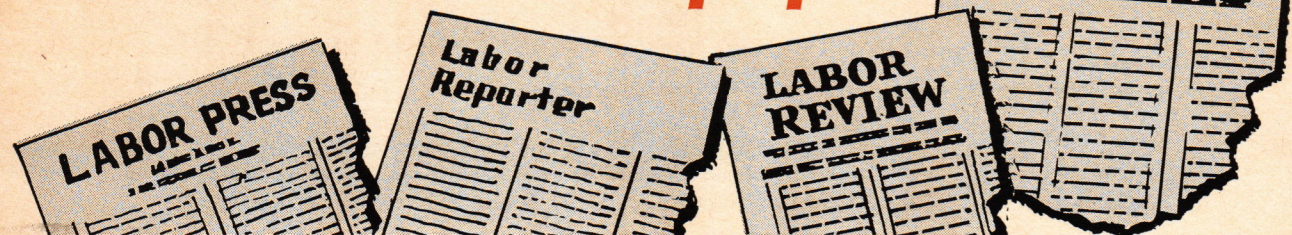
The record also shows, said the *Journal*, that today's inflation "to a remarkable extent" reflects factors that have little direct connection with labor costs. Insurance costs have zoomed, for instance, as have mortgage interest rates, property taxes, land costs, and so forth.

Another subtle reason for inflation was described by Fuchs: "If prices are stable in an industry where productivity is rising at an annual rate of 6 per cent, when the national average is rising only 3 per cent, that's really just as inflationary as a 3 per cent increase in an industry where there is no productivity increase."

The *Journal*, however, shied away from mentioning possibly the outstanding reason for the higher cost of living: The rampaging record of corporate profit-taking in the past 10 years.

National

Labor News Wrapup



WASHINGTON, D.C.—The Brotherhoods of Trainmen, Firemen, Conductors and Switchmen announced a 4-way merger into the United Transportation Union effective Jan. 1, 1969. In other merger action, the Transportation-Communication Employees Union okayed a merger with the Railway and Airline Clerks.

WASHINGTON, D.C.—The U.S. Bureau of Mines, which took a lot of heat after the recent West Virginia coal-mine disaster in which scores of miners died, is drawing up the government's safety standards for the mining of metals, including lead, zinc and copper.

DANVILLE, ILL.—Danville recently became the 98th municipality in the United States to enact an ordinance banning the import and hiring of professional strikebreakers.

WASHINGTON, D.C.—The New York Times reported in mid-December that James J. Reynolds, Under-secretary of Labor, would become head of Trucking Employers, Inc., a coalition of major trucking companies that had led management in bargaining on the Teamsters National Freight Agreement in the past.

NORTHUMBERLAND, N.H.—A new contract between a paper producer and a union in Northumberland, N.H., provides for an additional holiday called the "deer hunting day off," making the first Saturday of the state's deer hunting season a holiday.

PITTSBURGH, PA.—William E. Simkin, director of the Federal Mediation and Conciliation Service, will resign to become chairman of an arbitration panel studying wage incentive arrangements of production and maintenance workers in the steel industry. He was selected by the United Steelworkers and the coordinating committee of the steel companies.

U.S.A.—Employment agencies across the country are reporting an increase in the number of employed workers seeking part-time moonlighting jobs. White collar workers are increasing as part of the moonlight force.

MADRAS, INDIA—Twenty-eight farm workers were burned to death when enraged farm owners set fire to their houses in a village near Tanjore. The farm workers had earlier protested the owners' hiring of outside farm labor for the rice harvest and had killed one strikebreaker.

CHICAGO, ILL.—The Commerce Clearing House Annual Labor Law Review reported that a possible record number of nearly 1,000 written court opinions were handed down on labor controversies during 1968—also, about the same number of formal decisions were written by the National Labor Relations Board.

PITTSBURGH, PA.—Steelworkers President I. W. Abel will be opposed by Emil Narick, a USW staff attorney, in the international union's referendum election next February 11th. Abel was nominated by 2,212 local unions and Narick had the support of 326 local unions. A third candidate failed to qualify.

NEW ORLEANS, LA.—The Fifth Circuit Court of Appeals has upheld the right of a union to make time-and-motion piecework studies of the operation of a manufacturing plant during contract negotiations. The case involved the Amalgamated Clothing Workers and a Georgia sportswear manufacturer.

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THE INTERNATIONAL Teamster DEDICATED TO SERVICE

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, 25 Louisiana Ave., N. W., Washington, D. C. 20001

Volume No. 66, No. 1

January, 1969

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A SPECIAL REPORT: On Page 21

**Conglomerates Pose
Serious Threat to
Labor Relations**



The International Teamster has an average monthly circulation of 1,666,230 and an estimated readership of 4,200,000 (based on average impartial surveys of periodicals). It is the largest labor publication in the world.

Editorial material should be addressed to:
Teamsters Union, Office of Public Relations and Publications,
25 Louisiana Ave. N. W., Washington, D. C. 20001.



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POSTMASTERS—ATTENTION: Change of address cards on Form 3579 should be sent to the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, Mailing List Department, 810 Rhode Island Avenue, N. E., Washington, D. C. 20018. Published monthly at 810 Rhode Island Avenue, N. E., Washington, D. C. 20018, by the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, and second class postage paid at Washington, D. C. Printed in U.S.A. Subscription rates: Per annum, \$2.50; Single Copies, 25 cents. (All orders payable in advance.) Printed in national and informational editions.

**From
The**



FIELD

Bonanza Falls in Lap Of Jersey Teamster

Clemens Brown, a member of Teamster Local 560 in Union City, N.J., and employed as a platform worker at Eazor Express on Long Island, struck it rich recently as winner of the grand prize of \$250,000 in the New York State lottery.

Brown will receive the prize on the basis of \$25,000 annually for the next 10 years.

Bus Driver's Interest Saves Customer's Life

Everett Murray, a member of Teamster Local 984 in Memphis, Tenn., and a bus driver for Transports, Inc., recently was credited with saving a passenger's life because of his interest and knowledge of the habits of his customers.

On his regular run, Murray halted his bus at a regular stop where a long-time passenger, a Mr. Parker, asked him to hold the bus a moment so he could make sure the doors of a church were locked. Parker had been teaching music to children in the church.

After waiting longer than he thought necessary for the customer to handle the chore, Murray got out of his bus and investigated. He found Parker lying near the church, a victim of a heart attack.

Murray called an ambulance and Parker was rushed to a hospital for life-saving treatment and also for treatment of facial injuries suffered in his fall.

Dallas Teamster Elected Head of Veterans Group

A. F. Kohuteck, a long-time line driver and a member of Teamster Local 745 in Dallas, Tex., recently was elected president of the 36th Division T Patch Assn.

The organization has some 1,400 members and will hold its 1969 convention in Ft. Worth, Tex.

Pennsylvania Teamsters Aid Crippled Youngsters

Members of Teamster Local 430 of York, Pa., were instrumental in helping to get a \$1,150 check to the York County Easter Seal Society for Crippled Children recently.

Teamsters employed by the M and M Motor

Freight Co., played on a slow pitch softball team throughout the summer with the proceeds aimed at a \$1,000 donation for the society.

A season-ending tournament pushed the drive well over the top as the M and M players, along with members from other truck firm teams, took part in the competition.

St. Louis Officer Elected To Child Center Board

Edwin Dorsey, secretary-treasurer of Teamster Local 618 in St. Louis, Mo., recently was elected to the board of directors of the Child Center of Our Lady of Grace.

The center cares for disturbed children and works toward preventing what has been described as "the unreachable psychotic of tomorrow."

Seattle Member Heads March of Dimes Drive

Ralph G. Grossman, a member of Teamster Local 882 in Seattle, was appointed campaign chairman for the Seattle March of Dimes drive this year.

In past years, Grossman conducted 2 successful March of Dimes drives as Seattle's chairman, and is active in other civic affairs.

Tennessee Driver Gets Safety Award

Leslie E. Swift, a member of Teamster Local 984 in Memphis, Tenn., recently earned the distinction of becoming the first employee of the Wonder Snack Foods plant in Memphis to earn the company's 10-year safe operation award.

Swift, a veteran transport driver with a record of more than 1 million "safe" miles, received a wristwatch from the company. Swift is a steward.

Officer Retires At Honeywell Local

L. J. LeVoor, business agent for Teamster Local 1145—the Honeywell unit in Minneapolis, Minn.—retired recently after serving in various offices for 15 years.

LeVoor held office both as president and secretary-treasurer at different times and was a business agent throughout the period.

Besides his union work, LeVoor was active in many civic charity campaigns through the years.

Message of the General Vice President



Our Transportation System

THERE IS ONE thing which the beginning of a New Year always tells us, and that is that time passes quickly. With the country experiencing greater and greater economic growth each year, and with technological advance and changes coming with a more rapid pace each year, we can no longer just plan ahead for a month or two, or even for just a year or two.

This was pointed out recently by out-going Secretary of Transportation Alan Boyd in a speech to the Detroit Economic Club.

Boyd declared that truck freight will increase 50 per cent by 1975, which is just six short years away.

Boyd further declared that "if the demand for transportation continues to match America's economic growth, we will have to double in less than two decades the capacity of a system that has taken the lifetime of a nation to build."

Other areas will not be standing still either, Boyd tells us, noting that commercial air travel will have tripled, and automobile traffic will be up by 40 per cent.

Boyd also pointed out that though the Department of Transportation is only a little more than a year old, "the transportation network of this country has evolved over centuries—starting with the trail the Pilgrims followed inland from Plymouth Rock."

The question is not only important to us as Teamsters who have many, many members in freight, but it is important to the entire country if it is to enjoy the advantages of economic growth. It does no good to have a mass production economy, if the products of that production are bottled up because we have not planned our highways and transportation system so that the products can reach the consumers.

Secretary Boyd declares that highways, or rapid transit, or any other mode of transportation must be considered not as separate, self-contained operations, but as interrelated parts of total systems for serving people.

With that we whole-heartedly agree.

Boyd also said that the department of transportation was created to "lead the effort to make this country's transportation system conform to the needs of the people rather than forcing the people to continue to conform to the system."

It is our hope in the Teamsters that the Congress will heed the words of the out-going Secretary of Transportation, and that the newly-designated Secretary will place the same priority on the question as did Boyd.

In the past, there has been a great thrust to place the cost of highways upon the trucking industry, with little thought to the fact that the public, too, enjoys great benefits from an up-dated highways system, both in terms of adequate distribution of consumer products, but also in terms of speedier and safer travel in the family automobile.

Our transportation system should not be a creature of piecemeal planning, but should be the product of a thoughtful look into the future, an anticipation of what we will need 10 or 12 years hence, and then action to see that those needs are filled.

A handwritten signature in dark ink, reading "Frank C. Zimmerman".

The International Teamster

STATE OF THE UNION

Airline Victory

Pan American World Airways Employees Vote Overwhelmingly to Go Teamster

BY A NEARLY 5 to 1 margin, clerical and cargo employees at Pan American World Airways have voted for membership in the International Brotherhood of Teamsters.

Ballots, in the hotly contested representation election, were counted the first weekend in January, with the Teamster airline division capturing more than 79 per cent of the vote. There were 6,063 ballots cast by the more than 8,100 employees involved.

The Teamster victory represented a three-year battle by the Pan Am employees to cast off the Brotherhood of Railway Clerks as their bargaining agent.

They had first petitioned the Teamster airline division for membership in 1965, and have gone through three elections, two of which were tossed out by the National Mediation Board because of technicalities.

The Teamster win set the stage for yet another election in the airline industry, this time among 5,100 clerical and cargo employees of Braniff International. These employees, too, have

petitioned the Teamster airline division for membership, after becoming dissatisfied with representation by the Brotherhood of Railway Clerks.

The national Mediation Board will mail ballots to the Braniff personnel January 20, 1969, with a return deadline for ballots of February 14, 1969.

Impartial observers are predicting another big win for the IBT airline division at Braniff, as the 19th Century approach to collective bargaining by the BRC begins to crumble.

Teamster General Vice President Frank E. Fitzsimmons, commenting on the victory at Pan Am declared:

"We welcome the opportunity to bring the Pan Am employees into the jet-age of collective bargaining. We have pledged our talents and resources to these employees, as long ago as 1965, and we intend to honor that pledge.

"And the same pledge is made to the employees of Braniff International," Fitzsimmons declared.

"No union can long expect to retain the membership of today's workers with promises unkept. Perform-

ance is what today's union members expect, and we don't intend to extend unkept promises to either the Pan Am or the Braniff bargaining units," the Teamster General Vice President said.

In winning the election at Pan Am, the Teamster airline division received 1,700 more votes than it received in the second election, which although disqualified, was won by the Teamsters.

Henry J. Breen, director of the Teamster airline division, said that the division was awaiting only certification by the National Mediation Board before beginning negotiations for a Pan Am contract. He said that these people have been without a contract since March 16, 1967, and that the negotiations will be hinged upon winning retroactive increases to March 16, 1967.

The actual vote count in the Pan Am election was 4,821 for the Teamsters; 1,092 for the BRC; 93 for the Transport Workers Union; 5 for other unions; and 52 ballots were declared void.

Representatives of the National Mediation Board and Teamster airline division representatives are shown during the vote count in the Pan Am election in which cargo and cler-

ical employees of that company voted overwhelmingly for membership in the Teamster Airline Division.



Hoffa-Fitzsimmons Slate Wins Reelection in Local 299

TEAMSTER General President James R. Hoffa and IBT General Vice President Frank E. Fitzsimmons have won reelection as the principal officers of Teamster Local 299 in Detroit.

The Hoffa-Fitzsimmons slate led the incumbent executive board of the local union back into office by an overwhelming margin for a 3-year term.

The election was held early in December. Local union members voted to return to office the Hoffa-Fitzsimmons slate, thus placing their faith for the future with the more than 35 years of experience both Hoffa and Fitzsimmons have had as local union officers.

Reelected with Hoffa and Fitzsimmons, who are president and vice president respectively, were David Johnson, secretary-treasurer; Otto Wendel, recording secretary; and trustees Donald Taber, George Roxburgh, and Ralph Proctor.

The Party



Josephine Hoffa, wife of Teamster General President James R. Hoffa and President of National DRIVE Ladies Auxiliary, and David Johnson, Local 299 secretary-treasurer, are shown with Local 299 children at the local union's annual Christmas Party held last month in Detroit. Each child was given a gift, and the youngsters and their parents were treated to a puppet show.

Changed Your Address ???

Because you are a Teamster member the magazine is yours to receive by right under the Teamster Constitution. We want you to have the magazine but if you fail to notify us of a change of address, then you deny yourself that right. Please use this form to bring your address up to date.

NAME.....

NEW ADDRESS.....

City State Zip Code

OLD ADDRESS.....

City State Zip Code

LOCAL UNION NO.....

LEDGER NO.....
(If unknown—check with Local Union)

NAME OF EMPLOYER.....

Give this form to your Business Agent, Job Steward or mail to your Local Union Office.

Campaign Underway At REA Express

THE INTERNATIONAL Brotherhood of Teamsters has launched an all-out campaign among the employees of REA Express at its many terminals across the United States.

The campaign was begun after Teamster officials were besieged by requests from REA Express employees to help them improve their collective bargaining lot.

Truck drivers at REA Express were members of the Teamsters for more than 30 years until 1965.

That year, the Brotherhood of Railway Clerks was successful in petitioning the National Mediation Board for an election among the 34,000 REA Express employees.

Even though given only a short time to contact all of the REA Express employees, the Teamsters polled more than 10,000 votes, but not enough to overcome the 17,000 received by the BRC from employees not familiar with the Teamsters.

As a result, 3200 Teamster members were obliged to join the BRC, although none had expressed dissatisfaction with the Teamsters.

Since that election, a chorus of protests against the representation given the REA Express employees by the BRC has arisen, and repeated requests from these employees for Teamster intervention brought action from the IBT general executive board.

Since the campaign was begun about a month ago, REA Express employees have been signing authorization cards at an amazing rate. The authorization cards are required from more than 50 per cent of the employees before the National Mediation Board will conduct the election.

Current estimates are that it will take 16,000 signed cards to effectuate the election.

Organizers in the field report that the campaign is being met with even more enthusiastic response than initial requests for the Teamsters to intervene indicated.

When the decision was made to begin the campaign, Teamster General Vice President Frank E. Fitzsimmons called a meeting of Teamster organizers in Chicago, at which three days were devoted to orienting those involved to the problems faced by REA Express employees.

Teamster Backpay Totals \$80,000 In Akers Motor Lines Arbitration

All of the trucking companies under contract in the Carolinas are bound by the decision. The \$80,000 award estimate was made by International

The decision affected some 132 maintenance workers employed by

Flynn called the arbitration victory a "real team effort" and gave special credit to W. C. Barbee, president of Local 71; Loy Young, secretary-treasurer of Local 61 in Hickory, N.C., and R. V. Durham, secretary-treasurer of Local 391 in Greensboro, N.C., and Joseph Cotter, Eastern Conference representative who has been the chief negotiator of the Carolina Maintenance Agreement for the past 12 years.

Harry J. Wilford, secretary-treasurer of Local 238, said the result of the National Labor Relations Board election was 287 for the Teamsters and 66 against. A total of 384 workers were eligible to ballot.

R. V. Durham, Local 391 secretary-treasurer, said the ballot resulted in 152 votes for the union and 52 against as more than two-thirds of the employees made their decision.

'Bill Williams Day'



Seattle Mayor J. D. Braman (seated) proclaimed Dec. 3, 1968, as "Bill Williams Day" in honor of the International Teamster representative who was being feted as the Israel Bond Committee's "Man of the Year" at a civic banquet. Observing the signing (left to right, standing) are: Don Ellis, president of Teamster Joint Council 28 in Seattle; Williams; Max Mondschein and Zollie Volchock, co-chairmen of the banquet committee. Williams has been a Teamster official since 1935.

Refrigerated Trucking**Teamsters Extend Pickets
In Alterman Co. Strike**

Teamster picket lines have spread to 6 major cities across the nation since members of Local 390 in Miami, Fla., went on strike last September as a result of a dispute that originated over unfair labor practices of the company, according to Howard Lasater, president of the union.

Picketlines were established after the company discharged 10 of 11 employees who testified against the company in recent National Labor Relations Board hearings. Some 56 city drivers and dockmen employed by Alterman voted unanimously to go on strike because of the discharges and poor working conditions.

Local 390 filed a petition for an election in the driver-warehousemen unit last November 27th. The company refused to consent to the election. The NLRB still had not made a ruling on the petition as *The International Teamster* went to press.

Lasater said roving picketlines have been established in New York City, Chicago, Jacksonville, Fla., Boston, Omaha, and Jersey City, N. J. Team-

ster Locals 705 and 707 have contracts with Alterman in Chicago and New York respectively.

Grievances with the refrigerated trucking firm, said Lasater, include the lack of time and a half for overtime—all wages are paid on straight time—along with no seniority and no grievance machinery.

Benefits for the employees are limited by a so-called "profit-sharing plan" that, as Lasater put it, "is shallow in scope and does not begin to substitute for an adequate pension plan."

Lasater said the company has made every effort to break the strike, even hiring professional scabs to halt organization efforts and to intimidate pro-union workers.

The history of the Alterman organizing effort dates back to 1965 when there was an effort made to organize all the company's employees in Florida. The Teamsters lost the election for some 600 employees.

Two other Teamster local unions have also filed for separate elections

involving smaller units in their areas: Local 79 in Tampa seeking a unit of 35 city, pickup and delivery drivers and dock, ship and yardmen; Local 385 in Orlando filing for a unit of 20 workers.

Lasater commented: "It is important that we win this struggle and set a precedent for Southern workers and their employers. The rights of an employee to join and be represented by a union to gain honorable working conditions, wages and benefits is at stake."

• Newspaper

Teamster Local 662 of Eau Claire, Wis., recently defeated a pair of graphic arts unions in winning a National Labor Relations Board representation election at the Eau Claire (Wis.) Press.

Milton J. Veleke, Local 662 secretary-treasurer, said 34 backshop men were eligible to ballot, including linotype operators, makeup men, compositors, machinists, proofreaders, and related jobs. The vote was 18 for the Teamsters, zero for the Printing Pressmen, 2 for the Typographical Union, and 13 "no union" ballots. One vote was challenged and not counted.

**Contracts
Signed in
Chinatown**

Teamster Local 856 has broken the non-union barrier in San Francisco's Chinatown and signed agreements with 32 companies whose 300 workers stock, sell, and do clerical work involving Chinese goods and artifacts.

Rudy Tham, Local 856 secretary-treasurer, said negotiations are underway with another 10 companies. The agreements, written in both Chinese and English, guarantee substantial wage increases, health and welfare benefits and contain other standard Teamster contract clauses.

The workers cover a wide variety of work in various enterprises including art goods and other export-import items, produce firms, bean sprout cake producers, and noodle and fortune cookie makers.

Excluded, however, are the numerous small clothing manufacturing shops that dot Chinatown and which have successfully rebuffed garment workers' unions through the years.

Peters Congratulated

Donald Peters (right), president of Teamster Local 743 in Chicago, receives congratulations for his assistance to the Chicago Urban League's 7th annual Golden Fellowship dinner and year-round program. From left are: George Johnson, league president; Leonard Chess, dinner co-chairman; Edwin C. Berry, executive director of the league.

In Massachusetts**Local Wins 4-Year Court Fight
With Cumberland Farms, Inc.**

Teamster Local 653 of Brockton, Mass., recently won a 4-year court battle with Cumberland Farms, Inc., as the company was ordered by the U. S. Court of Appeals to recognize and sit down and bargain with the union on a contract covering production and maintenance workers, truck drivers, mechanics and loaders.

The collective bargaining unit has about 135 members and Local 653 was certified as their collective bar-

gaining representative in November, 1964 after the union won a representation election a month earlier.

Since that time, according to Henry G. Gross, Local 653 secretary-treasurer, the company refused to bargain.

Cumberland's attitude forced the union to file charges against the employer and the National Labor Relations Board issued a complaint and ordered the company to bargain with

Tappe Retires

William H. Tappe retired the first of the year as secretary-treasurer of Teamster Local 485 in Pittsburgh, Pa. During the past 33 years as a member of the union, Tappe served also as shop steward, trustee, and convention delegate. He served, too, as recording secretary of Teamster Joint Council 40, and was a member of the policy committee of the Bakery Division of the Eastern Conference of Teamsters and the IBT National Bakery Conference.

the union. Eventually, the Board sought enforcement of its order in a circuit court which remanded the matter back for further consideration.

Order Enforced

The NLRB reaffirmed its position and the circuit court subsequently enforced the order. The employer requested a review by the Supreme Court. The appeal was denied and the company subsequently posted notices advising its employees that it would bargain with Local 653.

Gross said, as the year came to a close, that Local 653 had forwarded a bargaining request to Cumberland Farms and was still awaiting a reply from the company.

**Large Florida
Bakery Unit
Won by Local**

A majority of 260 bakery production workers employed by the Fuchs Baking Co., in Miami, Fla., recently voted for representation by Teamster Local 198 of Miami.

Eli Schutzer, secretary-treasurer of Local 198, said the bakery workers voted 110 for the Teamsters, 8 for ABC.

Savannah River Plant**Construction Drivers Score
Remarkable Safety Record**

Construction drivers from Teamster Local 509 headquarters in Cayce, S.C., have achieved one of the most remarkable construction safety records in the nation while working on the Savannah River Plant in an area spread over 3 counties in South Carolina.

In fact, their last lost time because of injury occurred in December, 1951. Since that date, a maximum of 1,650 Teamsters driving on the Du Pont contract for the Atomic Energy Commission have:

- Worked 8,675,000 safe hours.
- Handled 2,447 pieces of equipment at peak periods.
- Driven 92,109,280 miles.

While accomplishing the safety milestone, the Teamsters have hauled out nearly 40 million cubic yards of excavation, hauled in more than 1.5 million cubic yards of concrete, and transported 118,000 tons of reinforced steel, 86 million board feet of lumber, and 87.5 million feet of pipe and tubing.

The work has been done in an area of 315 square miles on the Savannah River 12 miles south of Aiken, S.C., and 15 miles southeast of Augusta, Ga. The purpose of the AEC plant facility, largest ever constructed for the agency, is to produce fissionable ma-

terials for all uses.

Five nuclear reactors have been constructed along with feed material facilities, a pair of chemical separations areas, and a plant to extract heavy water from the normal waters of the river.



L. B. Ward (left) and R. L. Pope (right) are among the members of Teamster Local 509 working on the huge Savannah River Plant, an atomic energy project. With them is A. V. Cuppy, area superintendent. Both Ward and Pope are foremen.

Order Says Firm Must Bargain

The National Labor Relations Board ruled recently that Hartzell Propeller Fan Co., of Piqua, Ohio, must cease its unlawful conduct of refusing to bargain with Teamster Local 957 of Dayton, Ohio, and bargain with the union upon request.

The order was made on the NLRB General Counsel's motion for a summary judgment. Local 957 was certified by the Board as the representative of the company's production and maintenance workers, including foundry workers and trainees, in June, 1968.

While the employer admitted the appropriateness of the unit, it also admitted refusing to bargain following certification. The company raised no affirmative defense but merely denied that Local 957 was the exclusive bargaining representative of a majority of the workers.

The Board found that no hearing was required since all material issues in an unfair labor practice charge had been previously decided by the Board or admitted by the employer, and therefore granted the motion for summary judgment—holding that Hartzell unlawfully refused to bargain.

● Ohio Win

Workers employed by Lifetime Foam Products, Inc., of Hamilton, Ohio, voted almost unanimously for representation by Teamster Local 100 of Cincinnati, Ohio, in a recent NLRB election, according to Ben D. Collamer, secretary-treasurer of the local union.

Unionists Enjoy H-W Protections

By the end of 1966, some 16 million workers in private industry in the United States had negotiated health and insurance plan protection and 14 million were covered by negotiated retirement plans, according to the Bureau of Labor Statistics.

Of the estimated 17.8 million non-government workers under union contracts in 1966, some 90 per cent enjoyed health and insurance benefits and 3 of every 4 were covered by a retirement plan.

2,100 Workers

Teamsters Win Third Election At Owens Corning Corporation

Teamster Local 509 recently won a momentous organizing victory as employees of Owens Corning Fiberglas Corp., in Aiken, S.C., voted 953 to 767 for Teamster representation in an election conducted by the National Labor Relations Board.

There are an estimated 2,100 workers in the bargaining unit.

It was the second ballot in the organizing campaign that had its beginnings in December, 1966. At that time, the bargaining unit contained only 1,000 workers.

In a Board-conducted election held in August, 1967, Teamster Local 509 received a plurality but not a majority of the votes as the Glass Bottle Blowers Assn. AFL-CIO was also on the ballot.

Because of the employer's stalling tactics and NLRB delays, the runoff election was not held until February, 1968, at which time the Teamster local union lost by the heartbreaking margin of 28 votes in a unit which had, by that time, expanded to 1,500 employees.

Local 509 filed a number of objections to the election based upon the employer's unfair labor practices committed and other unlawful conduct.

The Board decision on Local 509's complaints, as reported in the August, 1968, issue of *The International*

Teamster, provided the basis for the final election which was held in mid-November, 1968.

International Vice President Thomas E. Flynn, director of the Eastern Conference of Teamsters, said that while the company filed objections to the winning Teamster ballot, the union feels confident that the objections will be overruled and that bargaining can begin.

"This hard-fought victory," Flynn said, "represents a living example of how a local union through its dedication and perseverance won the confidence of employees who were under tremendous pressure from the employer and the community. Throughout this lengthy organizing campaign, where the employer tried every maneuver including legal delays, the local union never abandoned hope or the employees even though the situation looked very dark at times."

Flynn said congratulations for a job well done were due Local 509 officials Roy Hurt, secretary-treasurer; Mendel Smith, president; Marvin Brazzell, organizer; George Brody, Eastern Conference organizer, and the in-plant committee that held the Owens Corning people together.

There was little doubt that the company's policies contributed to the union victory. Owens Corning, the

Shown are some of the organizers and members of the in-plant committee that contributed to Teamster Local 509's organizing victory at Owens Corning Fiberglas Corp., in Aiken, S.C., after a 2-year campaign.



Board ruled, illegally fired 2 employees for their Teamster activity, and unlawfully implemented increases in benefits to persuade workers to vote against the union. The discharges were ordered reinstated with backpay and interest.

● Transfer Win

A dozen truck drivers and helpers, packers and craters employed by Rogers Transfer & Storage Co., of Galveston, Tex., unanimously voted for representation by Teamster Local 968 of Houston, Tex., in a recent National Labor Relations Board election, according to W. H. Grissom, business representative of Local 968.

● Clerical Win

Office workers employed by Baker Driveaway Co., Inc., of Hagerstown, Md., voted unanimously for representation by Teamster Local 992 in a recent National Labor Relations Board election, according to E. W. Butler, secretary-treasurer of the local union.

Local 1034 Wins At 3 Companies

Pressing a drive to organize the unorganized, Teamster Local 1034 in New York City recently organized employees of Abby Rental, inside salesmen of National Casket Co., and police of the Sea Gate Assn., a private enclave in the Brooklyn seashore area.

Bernard Adelstein, Local 1034 president, said initial agreements signed for the new units brought the workers substantial gains in wages and working conditions.

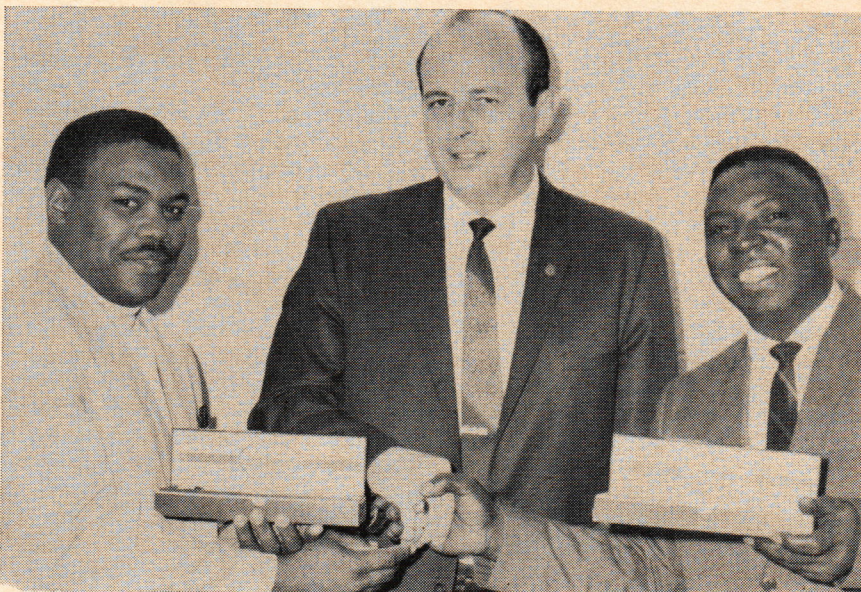
The Abby Rental car contract included health and welfare and pension benefits, 9 paid holidays, up to 3 weeks' vacation with pay, sick leave, bereavement leave, and standard grievance and arbitration language.

Adelstein said the casket contract included welfare, pension and severance benefits, 11 paid holidays, up to 4 weeks' vacation with pay, jury pay, sick leave, and other gains including a seniority clause.

The police agreement provided for a welfare and severance program, 17 days' personal leave, up to 4 weeks vacation with pay, and such miscellaneous fringes as uniform allowances. Grievance and arbitration language also was negotiated.

Local 968

Acts of Courage and Heroism Win Awards for Texas Members



David T. Crawford (left) and Gene Bland (right) receive Teamster watches from Local 968 Business Representative Walt Breeland in recognition of their outstanding acts of courage and heroism.

Two members of Teamster Local 968 were honored recently by both the local union and the City of Houston for outstanding acts of courage and heroism on behalf of their fellow man.

Honored were David T. Crawford and Gene Bland.

Crawford, a driver for Weingarten's Wholesale Grocery, stopped his truck to give aid to a fatally wounded Houston policeman. The officer had been shot after stopping a motorist for a traffic violation.

Crawford drove by just as the shooting occurred and at the risk of his own personal safety stopped to assist the patrolman. He then used the officer's radio to furnish valuable information about the suspect to the police department. The assailant was quickly apprehended.

Bland, a driver for Grocers Supply Co., was on his route during a very heavy rainstorm when he observed an elderly Houston couple whose automobile had stalled in a flooded underpass. Bland swam to the couple and assisted them out of their car to higher ground moments before floodwaters engulfed the automobile.

The mayor of Houston gave the Teamsters awards, and Local 968 presented them with Teamster watches.

Single-Union Balloting Led by IBT

Teamsters Union affiliates, as usual, led the National Labor Relations Board statistics on single-union representation election figures for the month of October.

Altogether there were 625 such elections conducted by the NLRB in October, with the Teamsters Union affiliates taking part in 181 of the ballots—a mark of 29 per cent. Of the 335 single-union elections won by all unions, Teamsters won 97—or 29 per cent.

Of the more than 15,000 employees eligible to vote in the units won by unions in single-union voting, some 2,601 of them went Teamster—a percentage of better than 17 per cent or 1 worker in every 6.

● After-Tax Profits

After-tax profits of manufacturing corporations amounted to \$7.6 billion in the third quarter of 1968—a 14 per cent gain over the same period in 1967.

Board Sustains Allegations

Continued 'Boycott' Urged To Support Gilbarco Strike

In a letter to all Teamsters Unions and Joint Councils as 1968 came to a close, International Vice President Thomas E. Flynn, director of the Eastern Conference of Teamsters, urged a continued boycott of Standard Oil of New Jersey products in support of the strike at Esso's wholly-owned subsidiary, Gilbarco, Inc., located in Greensboro, N. C.

Flynn urged the continuation of the consumer boycott shortly after receiving word that the National Labor Relations Board issued a long-awaited complaint against Gilbarco, a manufacturer of gas station pumps. The Board sustained nearly all the allegations of unfair labor practices, said Flynn, "specifically attributing the

cause of the strike to these unfair labor practices."

Flynn said the boycott has received generous support from all Teamsters and the trade union movement in general, ranging from advertising in union publications to providing manpower to distribute handbills at shopping centers, sports events and wherever large groups of people congregate.

While the boycott has produced measured effectiveness, Flynn said, "Standard Oil of New Jersey evidently calculates that the campaign has peaked and that neither sustained nor increased support will be forthcoming."

He added: "With your full cooperation, we can disprove that calcula-

tion."

The Eastern Conference director said that in recent weeks the campaign has been broadened to include an "Esso ambulance, another Esso hearse, and three airplanes pulling 'Don't Buy Esso' banners to publicize the boycott along the Eastern Seaboard."

Selected cities in the Eastern Conference area, meanwhile, have been saturated with handbills and bumper stickers distributed by the Gilbarco strikers aided by conference representatives.

Even though there is the promise of success in the now developing Gilbarco litigation, Flynn said, the fact remains that "employers like this understand and respond only to economic pressure."

For that reason, he wrote:

"Now that local union elections and the Christmas rush are over, I urge you to pledge your 100 per cent cooperation and support to this campaign. Make this a New Year's resolution that you won't break. Publicize the Gilbarco story—in which the company refuses to grant a single penny—and the 'Don't Buy Esso' message in any and every possible way."

Flynn urged the use of shop steward meetings, bulletin boards, handbills and bumper stickers on cars and trucks to persuade people "to turn in their Standard Oil of New Jersey credit cards and to boycott its products."

"Let any detractors who charge that the labor movement has 'gone soft,'" said Flynn in his letter mailed just before Christmas, "look to the Gilbarco strikers who remain strong and united even after 14 weeks on the picketline, even after facing the prospect of disappointment in the eyes of their children this Christmas. Don't let them down."

● Dairy Contract

Some 2,300 Teamsters employed in the fluid milk industry throughout California's central valley area have ratified a new 2-year agreement providing them with substantial wage gains and improved fringe benefits.

Wendel Kiser, negotiating committee chairman, said the agreement also adds 40 hours of sick leave to an accrued total of 280 hours annually.

The contract covers members of Locals 87 in Bakersfield, 137 in Marysville, 150 in Sacramento, 381 in Santa Maria, 386 in Modesto, 439 in Stockton, 517 in Fresno, and 684 in Eureka.

DePaul Endowment



IBT Vice President Ray Schoessling of Chicago is shown presenting a \$5,000 check to The Very Reverend John R. Cortelyou, C.M., DePaul University president, to underwrite a scholarship program in honor of General Secretary-Treasurer John F. English. The annual endowment was established by the 1966 Teamsters Union convention in recognition of the General Secretary-Treasurer's contribution to the union.

Local 886 Wins NLRB Case

Affirming the trial examiner, the National Labor Relations Board ruled recently that Huttig Sash and Door Co., of Oklahoma City, Okla., a successor employer, unlawfully refused to bargain with Teamster Local 886 while unilaterally granting wage increases and refusing to employ a worker for discriminatory reasons.

The union was certified as the bargaining representative of an all-employee unit at Lumbermen's Supply Co., a subsidiary firm of Huttig and now operated by the employer in the manufacture of mill work and building products.

Shortly after the union certification, Huttig executed a contract for the purchase of Lumbermen's. The transfer of assets took place with no break in continuity. Huttig assumed operation of Lumbermen's with the identical supervisory staff and virtually the same work force except for Charles Lowman, a truck driver whom the employer refused to hire.

The employer admitted that it had refused to bargain and unilaterally granted wage increases, but defended its conduct on the ground that it was not the successor to the old Lumbermen's Supply Co., and the unit was inappropriate because of the inclusion of truck drivers.

On the successorship issue, the examiner found—based on a long line of Board and court precedents—that the detailed facts clearly and unmistakably established that the employer was the successor to Lumbermen's.

As to the appropriate unit, the examiner found that an all-employee unit is always appropriate and that the unit in this case remained intact despite the succession of owners.

The examiner concluded that the employer's refusal to bargain and unilaterally grant increases violated the law. He also found that reasons advanced for refusal to hire Lowman were pretexts and that the true reason was the company's desire to eliminate the most active union proponent.

It was also found that the employer illegally interrogated employees, promised them benefits and threatened them with reprisals.

Huttig was ordered by the Board to cease unlawful conduct, bargain with the union upon request, and reinstate Lowman with backpay and interest.

Refusal to Bargain

Miami Teamsters Strike Winn-Dixie Food Chain

Some 200 drivers and warehousemen, members of Teamster Local 390 in Miami, Fla., have gone on strike at Winn-Dixie Food Stores in the greater Miami area in response to the company's refusal to bargain in good faith on a contract.

Howard Lasater, president of Local 390, said the drivers and warehousemen were joined by some 50 bakery workers represented by Teamster Local 198, also of Miami, who are in a similar standoff with the company. The strike began early last November.

The drivers, warehousemen and bakery workers all voted for Teamster representation in National Labor Relations Board elections held last summer. In addition to refusing to bargain with the local unions, Lasater said, the

company fired some 30 employees for union activities. Unfair labor practice charges have been filed with the NLRB.

Major sore spot has been the subject of wages. Winn-Dixie's policy is based on a so-called "bonus plan" in which the worker receives a bonus at the end of his work week if he has completed his assignments in less time than the company has designated. However, the company often exercises a decision to retain the bonus if an employee commits any minor violation in relation to company policy.

Lasater described the Winn-Dixie "incentive" program as a "sophisticated sweatshop," adding that employees striving to provide the best possible income for their families must

Check for CP



A \$15,000 check to aid the Cerebral Palsy Center of Belleville, N.J., was presented by James J. Catenaro, secretary-treasurer of Teamster Local 194 in Union, N.J., to Mrs. Viola Vernik, center director, as proceeds from a testimonial dinner in honor of Catenaro. Witnessing the gift are (left to right): Dr. Charles I. Nadel, medical director of the center; Sam Provenzano, president of Joint Council 73; Mrs. Vernik; Catenaro; and International Vice Presidents Dominick Calabrese of New Jersey and Joseph Trerotola of New York.

figuratively kill themselves to receive the bonus and earn a decent living.

The union seeks elimination of the "bonus plan" to be replaced by an hourly pay rate plus time and a half for overtime. Winn-Dixie workers have been laboring 60 and 70 hours a week on straight time.

Local 390 and Local 198 also seek to install a Teamster pension plan to replace Winn-Dixie's profit-sharing program which, as it now stands,

would not provide a worker with more than \$10,000 for up to 25 years' service to cover his years of retirement.

Lasater said the company has brought in non-union drivers and warehousemen from their stores in the Carolinas and other Florida cities to try and break the strike.

Winn-Dixie is the 8th largest food store chain in the nation. It operates 746 stores in the southeastern part of the country, including 124 stores in the Miami area.

of Local 661, said 60 truck drivers, warehousemen and machine operators were eligible to vote. The tally was 45 for the Teamsters, 15 against and 1 challenged vote.

• Auto Parts

A two-thirds majority of workers employed by the United Warehouse of Kentucky, Inc., a wholesale auto parts company in Bowling Green, Ky., recently voted for representation by Teamster Local 89 of Louisville, Ky., in a National Labor Relations Board election.

Marion Winstead, Local 89 secretary-treasurer, said the new unit includes truck drivers, warehousemen, inventory and order clerks.

Outlook Good

Trucking Growth Forecast By American Trucking Assn.

An annual review issued by the American Trucking Assn., Inc., forecasts a long-range growth in truck freight volume through 1980.

ATA said a research study resulted in an estimate that by 1980 trucks

would handle 728 billion ton-miles of freight—or about 25 per cent of the national volume.

The figure compares with current annual figures of 380 billion ton-miles and 22 per cent.

Truck revenues, the ATA anticipates, will amount to \$24.4 billion by 1980—some 61 per cent of the national freight expenditures. The current figure is \$11.1 billion—nearly 49 per cent.

The report emphasized that increasing demands for truck service in the next 12 years would necessitate a truck fleet of 25 million vehicles.

The Automobile Manufacturers Assn., reported recently that the number of motor trucks in use in the United States at the end of 1967 was more than 16 million—an increase of 676,000 over the previous year.

A breakdown of the truck totals reveals that there is now better than one truck in use for every 40 households in the United States, rolling up about 900 miles each year for every person in the country.

The AMA estimates there are nearly 70,000 local and long distance trucking firms in the United States, employing nearly 900,000 workers and paying an estimated \$6 billion in salaries and wages during 1967.

• Steel Win

By a 3-to-1 margin, employees of Compass Steel Corp., a steel warehouse in Cincinnati, Ohio, voted for representation by Teamster Local 661 in a recent National Labor Relations Board election.

Joseph E. Wira, secretary-treasurer

Wisconsin Local Wins Board Ruling

Simon Bros., Co., Inc., of Madison, Wis., in bad faith refused to bargain with Teamster Local 695 and unlawfully interrogated and threatened employees, said the National Labor Relations Board in a recent decision upholding the trial examiner's findings.

The examiner found that the unit included 12 employees, 7 of whom signed authorization cards. The reliability of the cards as a means of determining majority representation was not questioned.

After Local 695 presented the 7 authorization cards to the company, the employer admitted the appropriateness of the unit and the union's request for and its granting of recognition. But later, the company withdrew recognition, claiming that information had been received leading the company to believe that the union did not represent a majority. The employer asserted that an employee had sought return of his authorization card from the union, thus destroying the union's majority.

The examiner found that the employee wanted his card back all right—not because he did not want the union to represent him but because of illegal pressure brought by the company.

Simon Bros., was ordered by the Board to cease the unlawful conduct and bargain with the union upon request.

Retiree Writes Letter

Dear Bro. Fitzsimmons:

I wish to take this opportunity to thank you and James Hoffa for making it possible for me to retire



with such a wonderful pension plan. May I also thank Jack's Delivery Service and Teamster Local 449. I'll always remember.

Fraternally,
A. John Parrino,
Buffalo, N.Y.

Teamster Says:

Defensive Driving is Key To Safety on the Highway

Like most Teamster Union members who drive over the road, Robert Wells of Teamster Local 162 in Portland, Ore., is a pro with a solid record of success and some ideas of how to stay safe on the highways.

For the past 12 years, Wells has driven heavy rigs for the Industrial Air Products Co., of Portland—traveling as far south as Houston, Tex., and as far north as the Canadian province of Alberta. For the past 25 years all told, the Teamster driver has piloted his equipment without accident for more than a million miles all over the Northwest where the terrain is rugged and unpleasant weather conditions are commonplace. He hauled liquid oxygen and nitrogen most of the time through high mountain blizzards, freezing rain, hypnotic heat and snow up to here.

Wells' recipe for avoiding accidents



Robert Wells of Teamster Local 162 in Portland, Ore., has a recipe for safe driving over-the-road that has enabled him to chart a million accident-free miles over a span of 25 years.

is basic: "I try at all times to anticipate the other driver. If you drive defensively, you don't get yourself

into a trap and you don't have to try and figure a quick way out."

Wells' tries to watch the road ahead of his vehicle to anticipate any problem that may develop. He advises drivers to operate their vehicles as if they had no brakes. By doing this, they will avoid the recklessness that often results from over reliance on brakes.

"It's most important to keep your eyes moving, checking the mirrors, checking the blind spots, checking the sideroads, moving your eyes around to take in all the traffic and every possible trouble situation," Wells emphasized. "In other words, watch everybody all the time."

The most common driving error that Wells has observed among motorists during his years on the road is inattention. Too many drivers keep a death grip on the steering wheel and glue their eyes to a spot straight ahead, instead of continually checking mirrors, blind spots, and developments on the sides of the road.

Wells also feels that the average motorist frequently doesn't let other drivers know what he is going to do. He should always use his signal lights before changing lanes or turning.

Use Headlights

Another practice that most auto drivers need to develop, he believes, is using their headlights during the day, especially in cloudy or rainy weather and at dusk. Too often unlighted cars blend into the landscape and are not seen by drivers pulling out to pass another vehicle.

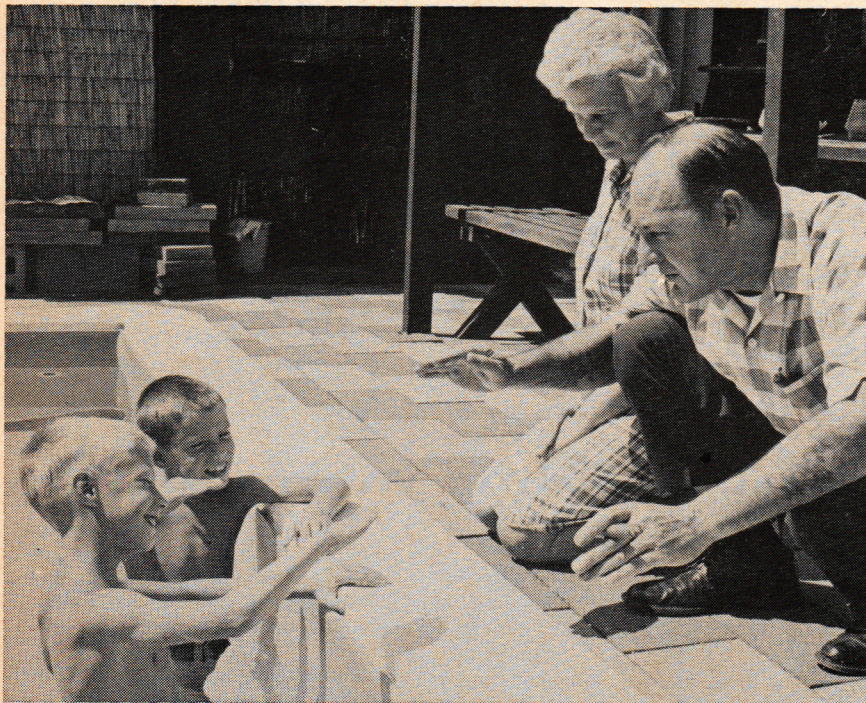
Another common fault, Wells said, is failure of drivers to adjust to adverse conditions, such as wet pavements or fog.

Wells has noticed several defects in the design of our interstate highways. Too often, he says the entering vehicle on a freeway entrance comes around a sharp curve and finds only a very short acceleration lane before he enters the traffic stream. The driver doesn't have enough distance to safely merge with the traffic and is forced to hesitate, which causes problems both for drivers behind him and for motorists in the right lane of the expressway.

In some places on the expressways the entrances are not marked clearly enough to warn the expressway driver that there may be merging traffic ahead, Wells said.

Another serious problem on expressways, he believes, is the all too frequent driver who gets confused in fog,

Life Saver



Lew Cross, a member of Teamster Local 294 in Albany, N.Y., is shown with his wife as he gives tips on swimming safety to his sons, David and Lew, Jr. Cross is well qualified for the role, being credited with saving the lives of 6 persons who were in danger of drowning after a boating accident on Little Round Lake last summer.

rain, or other conditions of poor visibility and uses an exit for an entrance. This funnels him onto the expressway traveling in the wrong direction, and the results can be disastrous.

He advocates making expressway exits impossible to enter, or at least greatly improving the markings to keep people out of the exits.

Wells strongly believes in tougher licensing laws. He would raise the minimum age for driving to 18, because he feels that more boys and girls would be mature enough at that age to handle today's powerful cars and highspeed traffic.

He would also toughen the tests for license applicants, and include expressway driving in them. Traveling down a freeway at 70 miles an hour calls for quite different skills than nav-

igating city traffic at relatively low speed, he feels.

Wells would like to see some drivers, especially many older ones, restricted from driving on freeways, even though they could drive on other roads. He also supports periodic re-examination for drivers and compulsory motor vehicle inspection.

But what does this accident-free professional driver consider to be the real key to reducing the high level of injury and slaughter on our roads?

"More concern by the public over the loss of more than 50,000 lives a year," Wells said. "Stiffer penalties for some offenses—such as first offense drunk driving—and stricter enforcement of the laws would help reduce accidents. But unless the public supports that, it will never happen."

Fire Hero

Pennsylvania Teamster Honored As State's 'Driver of the Month'



George E. Scartine (right), a member of Teamster Local 312, is shown with his citation as Pennsylvania "Driver of the Month." Looking on proudly is Mrs. Scartine. David T. Houpt, Pennsylvania Motor Truck Assn.'s, presented the award.

George E. Scartine, a member of Teamster Local 312 in Chester, Pa., who risked his life fighting a gasoline fire at a Philadelphia oil refinery in 1967, recently was honored as the Pennsylvania Motor Truck Assn.'s, "Driver of the Month."

Scartine, a driver for Matlack, Inc., of Lansdowne, Pa., witnessed a gasoline explosion at a loading rack. The blast caused spilled gasoline to spread

rapidly toward 15 additional loading racks.

Without regard for his personal safety, Scartine used firefighting equipment to contain the blaze until help arrived, and then personally removed another vehicle through the flaming gasoline to safety.

Scartine's actions were credited with preventing personal injury to other workers and saving a considerable amount of property from damage.

In the ceremony at which Scartine received his "Driver of the Month" award, he also received commendation for a 27-year, 675,000 mile accident-free driving record.

Local Wins NLRB Case In W. Virginia

Rish Equipment Co., of Bluefield, W. Va., unlawfully refused to bargain with Teamster Local 175 of Charleston, W. Va., the certified representative, said the National Labor Relations Board in a recent decision upholding the trial examiner.

The Board said the company unilaterally granted wage increases to all

but 2 employees in the unit. The company also failed and refused to answer the union's letter requesting bargaining and information relevant and material to such bargaining.

It was not the first unfair labor practice of which the company was found guilty. In 1965, the Board ruled that Rish violated the Act in another instance—a decision that was enforced by the courts a year later.

Several times in early 1968, said the Board, Local 175 requested that the company bargain. On each occasion, the company failed to respond, and later refused flatly to bargain because it claimed that the union represented a coerced majority of the employees.

Rish was ordered by the Board to cease the unlawful conduct, bargain with the union upon request, and furnish information relevant and material to the bargaining.

● Oil Refinery

Auto mechanics and helpers employed by Texaco Inc., Los Angeles Sales in Wilmington, Calif., voted for representation by Teamster Local 692 of Long Beach, Calif., in a recent National Labor Relations Board election, according to E. J. Perkins, secretary-treasurer of the local union.

Chamber Warms Up Campaign

The U.S. Chamber of Commerce, through its monthly magazine, *Nation's Business*, is warming up its campaign of attack on unionism apparently in support of an expected effort by the 91st Congress to further restrict organized labor.

In its December, 1968, issue *Nation's Business* featured four articles keyed on anti-union themes. The articles were titled: "Unions Are Raiding Your Rights," "How a Union Locks a Man In," and "Should Unions Be Restrained?" The latter article included a form to be filled out by business readers with their suggestions of how to get the job done.

The fourth article, "Threat to Schools," questioned in a subtitle whether "unionizing teachers" had anything to do with school problems.

Buses for Children

Minnesota Teamsters Aid Charity As Banquet Honors Fitzsimmons



Shown in front of one of the two buses donated by Teamsters of Minnesota for transporting crippled children are (left to right): Henry Daun, St. Paul Rehabilitation Center; Jack J. Jorgensen, president of Joint Council 32; Spyros Skouras, Variety Club national sunshine coach chairman; General Vice President Frank E. Fitzsimmons; Wilko Schoenbaum, Minnesota Society for Crippled Children, and Donald Erickson, president of Joint Council 34.

Minnesota Teamsters raised \$37,000 at a recent banquet honoring General Vice President Frank E. Fitzsimmons with the money earmarked for the purchase of special buses for crippled children.

More than 1,100 people attended the \$25-a-plate affair in Minneapolis and heard Fitzsimmons praise Teamster Joint Councils 32 of Minneapolis and 34 of St. Paul for their successful venture.

He said Teamsters unions across the land, in cooperation with the Variety Clubs of America, are helping to purchase 45 of the special buses as part of a community service program.

Receiving the buses—which are equipped with hydraulic hoists enabling wheelchairs to be lifted in and out—were the Minnesota Society for Crippled Children in Minneapolis and

the Rehabilitation Center and Workshop in St. Paul.

Minnesota Gov. Harold LeVander commended the Teamsters for honoring the General Vice President by way

Visiting at the head table of the Fitzsimmons banquet are International Vice President Ray Schoessling (right) of Chicago and Monsignor F. J. Gilligan of St. Paul, well-known labor priest in the Twin Cities.



At the head table of the charity dinner were (left to right): David Roe, president of the Minnesota AFL-CIO Federation of Labor; Rep. Joseph Karth of St. Paul, and International Vice President Robert Holmes of Detroit.

of achieving such an outstanding community service project.

Co-chairing the event were Jack J. Jorgensen and Donald Erickson, presidents of Joint Councils 32 and 34 respectively.

On hand were International Vice Presidents Robert Holmes of Detroit and Ray Schoessling of Chicago. Also present were officials of the Minnesota AFL-CIO Federation of Labor including President David Roe, UAW regional officials, and representatives of numerous AFL-CIO local unions.

Head table guests included Sen. Walter Mondale, Reps. Donald Fraser and Joseph Karth of Minnesota, Minneapolis Mayor Arthur Naftalin, judges from the Twin Cities, and state and federal labor conciliators.

In a short ceremony following the program, Joint Councils 32 and 34 presented a plaque to Fitzsimmons. It read:

"Teamsters of Minnesota salute you for your heartwarming help to the unlucky and unfortunate children of America, and for your long service on behalf of the disabled and afflicted. Your active service brings outstanding recognition to the Teamsters Union."

• In Arkansas

Mineral and clay production workers employed by the Milwhite Co., Inc., in Bryant, Ark., recently voted for representation by Teamster Local 878 of Little Rock, Ark., in a National Labor Relations Board election.

George A. Shackelford, Local 878 secretary-treasurer, said the 7 mill operators, forklift operators and production employees voted unanimously for the union.

Business Mag Says Poor Hit Hard by Taxes

U.S. News & World Report, primarily a business-oriented magazine, surprised readers in its Dec. 9, 1968, issue with an article declaring that "it's the poor, not the rich, who pay the bigger share of earnings in taxes."

The publication continued: "Increases in Social Security payroll taxes, rising state and local property taxes, the spread of ever-higher sales taxes have hit those at the bottom of the income ladder harder than the more affluent."

U.S. News & World Report cited the findings of its own research department showing that "federal, state and local taxes, taken together, siphon off more than a third of the annual income, on the average of families making less than \$3,000 a year." The tax load is "nearly that heavy, too, for people earning between \$3,000 and \$10,000 a year."

The magazine added, "But in the upper brackets—families making more than \$15,000—the tax burden falls to 28 per cent of average income."

At Conference



S. J. Strigari, treasurer of Teamster Local 628's credit union in Philadelphia, Pa., recently was 1 of 15 experts in the field of education and consumer economics to take part in a round table discussion at an international conference on consumer education for young people. The 3-day meeting was held at Madison, Wis.

Driver-Minister

Teamster Pilots Pulpit After Week on the Road



Teamster driver-minister Neil Kramer (left) stands at the door of his church with a fellow minister, The Rev. James Lafferty.

Monday through Friday of every week, Neil Kramer, a Teamster driver for Consolidated Freightways, climbs into his 40-foot semi and leaves the company's Waukegan, Ill., terminal for his regular run.

Sundays are different for Kramer. On Sundays, he and his wife and sons climb into the family car and drive 45 miles southwest of Waukegan to the community of Algonquin, Ill. There, Kramer—his driver's uniform exchanged for a suit and holding a Bible in his hand instead of a road map—opens wide the doors to his newly-completed church and welcomes his congregation as The Reverend Neil Kramer.

A member of Teamster Local 301 in Waukegan for the past 6 years, Kramer studied as a ministerial student in his spare time and passed an examination in December, 1966, to become a licensed minister for the Church of God.

One week after that, he accepted his first theological assignment—to pioneer a new church. Six months later, the Church of God purchased property in Algonquin and construction was started. The church was formally dedicated last summer.

A typical day for Kramer now begins before dawn as he studies until breakfast and then is off to his job

at Consolidated. In addition to his lunch, he carries a Bible, reference books, pencil and paper—all so he can study school assignments or prepare one of his three weekly sermons during his lunch hour.

After supper, Rev. Kramer studies or visits prospective church members. Wednesday evenings he goes to Algonquin for evening services. Most of his Saturdays are spent in visitation or in handling the paper work involved in church activities.

Since most weddings and other special church events are held on weekends, Kramer's ministerial pursuits rarely interfere with his work as a driver.

When Kramer and his family visit the family of his wife, Bobbie Patricia, he feels right at home because they're all Teamsters, too.

His father-in-law, Robert B. Barnes, has been a member of the union for 24 years and is vice president and business representative of Local 301. Woodrow Barnes, an uncle-in-law, is a member of Teamster Local 142 in Gary, Ind., and drives for Trans-Con Lines. A brother-in-law, James R. Barnes, a former driver and member of Local 301, is in the army.

● Potato Win

A runoff election among employees of the Nampa, Idaho, plant of the Idaho Potato Growers has resulted in the selection of Teamster Local 670 of Salem, Ore., as bargaining representative by a 5-to-2 margin.

In the original election last November, 135 votes were cast for Local 670 and 127 for "no union," while 33 other ballots went to a couple of other unions or were challenged. Lack of a clear majority required the runoff vote.

● Montana Milk

Teamster local unions in Montana for the first time bargained on a statewide basis with the dairy industry and won a 3-year agreement providing substantial wage gains, uniform working conditions, and standard Teamster fringes for some 300 members.

Retired Virginia Teamster Expresses His Appreciation

Dear Bro. Fitzsimmons:

Having been a member of the Teamsters Union for over 37 years (retired from Local 390 in Miami, Fla.) and on the pension for 5 years, I wish to express my appreciation for the pension I receive and for all the other benefits received over the years due to the courage and foresight of the officers and leaders of the past and present. Without their aggressiveness, I, along with thousands of other Teamsters, would certainly be classed in the poverty area. . .

I have just been elected commander of Veterans of World War I, Arlington Memorial Barracks No. 2728 in Virginia and would be happy to hear from retired teamsters who are also World War I vets to explain benefits available now to which heretofore they were not eligible until new legislation passed by the 90th Congress.

In conclusion, I wish to say thank God that we have had leaders like Jimmy Hoffa and yourself, and others over the years to whom we should be greatly indebted for their hard-fought efforts to help us lead the better life after long years of work.

Fraternally,

Charles H. Schrauf,
2113 Chain Bridge Rd.,
Vienna, Va. 22180

'All in a Day'

Florida Teamster Conquers Rattlesnake, Runaway Train

Gilbert Gridley, a member of Teamster Local 385 in Orlando, Fla., who works as a truck driver at the

Kennedy Space Center, recently outdid James Bond when he rescued a train and killed a rattlesnake in one



fell swoop.

It was all in a day's work for Gridley who was driving a pickup truck near a railroad crossing in the space center.

He noticed that 3 railroad cars were rolling along, by accident, toward a switching point that was set to derail them. Two of the railroad cars were carrying pressurized gas.

Gridley, who happens to be a former railroad man, quickly stopped his truck and made an all-out dash to beat the railroad cars to the switchpoint.

While running at top speed, Gridley saw a rattlesnake ahead in his path. He scooped up a rock and threw it at the snake, killing it.

Gridley beat the railroad cars to the switch by about 10 feet and, with only seconds to go, threw the lever and prevented the cars from derailling. He then hopped aboard and applied the hand brakes to bring the cars to a safe stop.

National Aeronautic Space Agency officials complimented Gridley for his action and called him a man with "a keenly alert mind and a great pitching arm."

Guards who witnessed the incident said they didn't believe it was possible for a man to run so fast and accomplish as much as Gridley did on a quiet afternoon in Florida.

Hawaii Movie Employees Go Teamster

Teamster Local 996 of Honolulu gained 317 new members recently as all employees of Consolidated Amusement Co., except projectionists, voted for Teamster representation in a mail referendum conducted by the National Labor Relations Board.

Art Rutledge, president of Local 996, said the company operates a chain of 17 motion picture theaters in the State of Hawaii.

Of the workers eligible to ballot, Rutledge said, 221 voted. The Teamsters received 169 votes and the International Assn., of Theatrical & Stage Employees, which represents the chain's projectionists, received only 35 votes.

Consolidated voluntarily recognized the Teamsters as bargaining representative for the 16 office employees after the union's overwhelming election victory.

A Tradition

March of Dimes Poster Child Visits with Frank Fitzsimmons

Tracy Greenwood, 5-year-old National Poster Child for the March of Dimes Campaign, was a recent visitor to the office of Teamster General Vice President Frank E. Fitzsimmons.

Tracy carries on a tradition of visiting with the Teamster General Vice President which was begun a year ago when the March of Dimes poster child was a Teamster's son. That year, Timmy Faas symbolized the more than a quarter of a million American children born each year with birth defects. Timmy is the son of Michael Faas, a member of Teamster Local 572 in Long Beach, California.

Tracy Greenwood carries this year's banner for crippled children by the grace of God. He was born with spina bifida (open spine) and hydrocephalus (water on the brain).

Today, after five major operations, he walks with full braces and crutches, thanks to the help of the March of Dimes Birth Defects Center at Children's Memorial Hospital in Oklahoma City, Okla.

The March of Dimes—its campaign for funds runs through the month of January—fights birth defects through research, medical care, and public and professional education.

The Defects Center in Oklahoma

City is one of 103 such centers established by the voluntary health agency during the past decade. Throughout this nationwide network, scientists, physicians and other health professionals are investigating the causes of birth defects and providing the finest care to those afflicted at birth with physical and mental handicaps.

During his visit with Teamster General Vice President Fitzsimmons, Tracy expressed avid interest in the model trucks which adorn Fitzsimmons' office. And, this Christmas, Tracy will receive a model of a double bottom which he admired so much, the gift of the general vice president.

Tracy's home is in Velma, Oklahoma.

Transport Trend Toward Longer Vans

Longer van trailers with greater interior loading heights are becoming more commonplace and are likely to become more popular for movement of freight in the future, according to a survey conducted by the Trucker Trailer Manufacturers Assn.

TTMA interpreted the trend toward longer van trailers as a reflection of changes in state laws. Some 34 states now permit use of double-bottom twin trailers of 27 feet, with the movement of such vehicles being confined to designated highways in 9 other states.

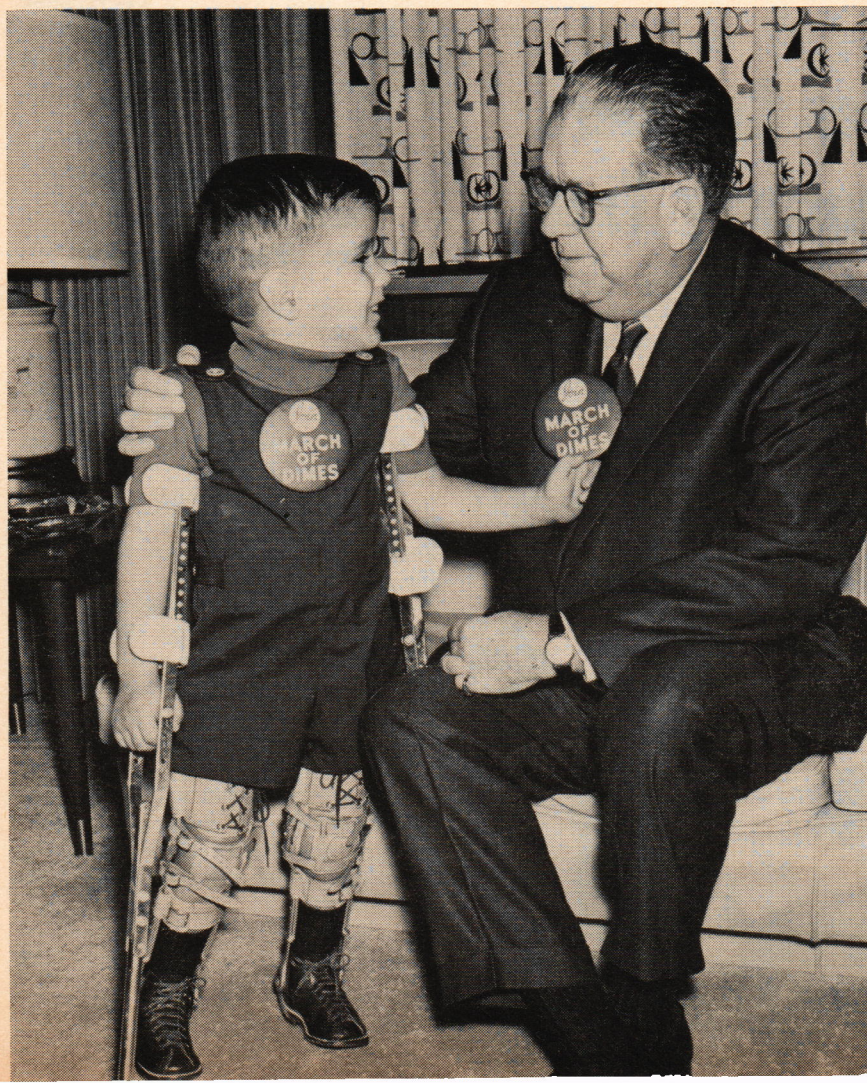
Nearly two-thirds of all trailer production in 1968 was in trailers 40 to 42½ feet long—compared with only one-tenth of 1 per cent production in 1960.

Double-bottom trailers 26 to 28 feet long had the second highest percentage of production in 1968—one fifth of the total. In 1960 the figure was less than 7 per cent.

Trailers measuring 45 feet or longer were not even produced before 1968 and last year they amounted to 6.1 per cent of all van production.

Trailers of 38 to 40 feet maintained the highest percentage of production for the years 1960-66, rising from 60 per cent in 1960 to a peak of 82.4 per cent in 1964, and ending at 73 per cent of production in 1966. In 1968, however, production of these trailers took a large dip to only 1.7 per cent of the total.

Tracy Greenwood, 5-year-old March of Dimes National Poster Child, is shown during a recent visit with Teamster General Vice President Frank E. Fitzsimmons. Tracy symbolizes the more than 250,000 children born each year with serious physical and mental defects. Tracy carries on a tradition begun last year when the national poster child was Timmy Faas, a Teamster son, who also visited with Fitzsimmons.



Conglomerate — The Financial Giant Poses Threats to Union Labor

"CONGLOMERATES," a new form of financial giant built upon the corporate merger, pose one of the most serious challenges ever to be faced by organized labor, indeed, all Americans.

The very nature of the conglomerate—a shark that profitably gobbles up smaller fish in the industrial world—is unresponsive to every responsibility except that of profit. Work force security, product quality, market stability, free enterprise competitiveness—all are meaningless to the appetite of the conglomerate shark.

Conglomerates are defined as widely diversified corporations—especially those that by merger or purchase acquire other companies whose businesses are usually unrelated to the parent corporation's primary activity.

They are the result of what has come to be called "acquisition accounting" and, in truth, a basic goal of conglomeration often is to inflate stock values merely by the act of merger.

Down-to-earth definitions of conglomerates include that by David N. Judelson, president of Gulf & Western Industries (metals, molasses and motion pictures): "A conglomerate is a kind of business that services industry the way Bonnie and Clyde serviced banks." *Business Week* magazine notes that conglomerates have been called "figments of Wall Street's imagination."

One of the biggest conglomerates, for example, is Litton Industries—the granddaddy of the trend—with fingers in defense electronics, office machines and shipbuilding. IT&T dabbles in communications, mutual funds and car rentals. Ling-Temco-Vought has companies in electronics, meat packing, steel, and so on.

The scope of the conglomerate trend is awesome. In 1963 there were only 1,000 companies that disappeared through mergers in the United

States. As the conglomerate snowball picked up speed, some 2,000 companies were engulfed in 1964. The year 1967 set a record of 2,384 mergers. Conservative estimates as the year came to an end were that some 3,400 companies would be caught up in this new industrial game throughout 1968.

The merger wave threatens an enormous impact on the character of U.S. industry. Corporate specialists now predict that the typical corporation of the 1970's will look like the multi-billion-dollar General Motors empire of the 1960's. Some 83 companies in the U.S. reported gross revenues of more than \$1 billion each in 1967. At the moment, some 200 corporations of a total of about 200,000 in the U.S., control nearly 60 per cent of the country's manufacturing wealth.

Heartlessness, meanwhile, has become a conglomerate password. Ward Howell, operator of an executive recruiting firm in New York City, was quoted in *Newsweek* magazine:

"Most mergers are based on purely financial considerations. This means that not only is too little thought often given to people but that frequently a conscious effort is made to eliminate them."

The squeeze, notes *Newsweek*, is felt by rank-and-file workers as well as by executives.

In this respect, noted the *Wall Street*

Journal, mergers frequently turn union-management dealings into a "hornets' nest." The toughest by-product of conglomerate acquisitions is the meshing of fringe benefits—and the worker suffers. One personnel man was quoted as saying that "it may take a matter of years" to integrate differing health and welfare and pension programs.

In addition, hard-nosed employers who buy out more lenient ones often promote a host of grievances with more strict work rules. Another reaction harmful to workers is illustrated in the case of a Texas machinery manufacturer who bought a Michigan firm and, finding union wages "non-competitive," set up a runaway plant in South Carolina where non-union workers were willing to work for a pittance.

Conglomerate mergers wield an awesome impact on social and political institutions as influence is directed from the top of these new industrial pyramids and decisions affect the welfare of entire communities. Furthermore, the almost invisible nature of conglomerate executives permits them to operate with no obligation to consider the interests of workers, stockholders, or the public at large.

Oddly enough, there is nothing illegal in what the merger barons are doing. They do not violate anti-trust

laws because those statutes apply only to the creation of monopolies within a given industry. Several federal agencies have looked into the conglomerate activity in considerable detail, but find they have no jurisdiction.

Congressmen Wright Patman of Texas and Henry S. Reuss of Wisconsin have been vocal in expressing concern about the dangers of conglomeration.

Rep. Patman has asked appropriate federal agencies to look into the role of commercial banks in the conglomeration process, and the growth of con-

Conglomerates — A Definition

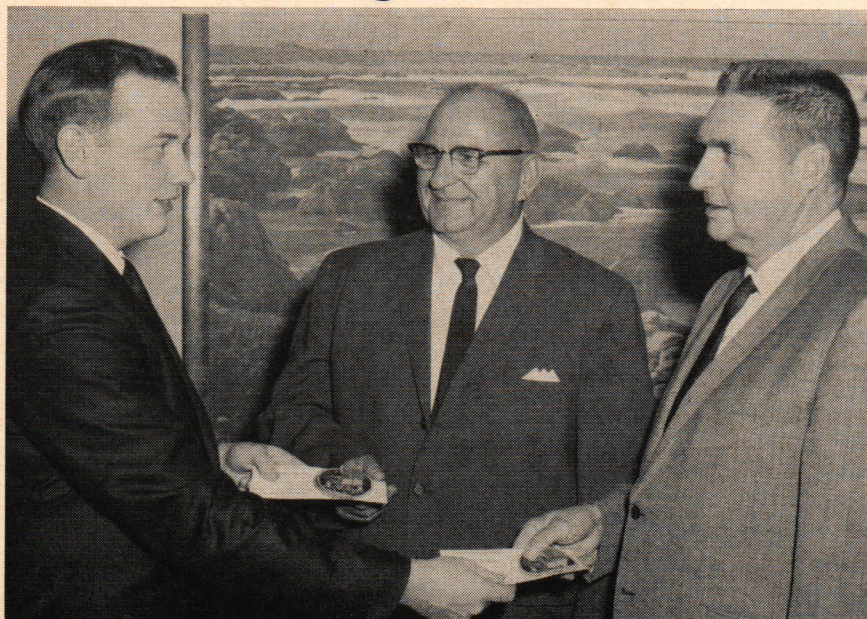
"A handful of huge industrial organizations are becoming quasi-public utilities, dominating all areas of production and distribution, creating a self-sustaining, self-serving, self-justifying and self-perpetuating industrial oligarchy as the price for efficiency and progress. This is the predominant fact of American industrial life today.

"In the name of 'private enterprise' giant corporations control their environment and immunize themselves against all external discipline, especially that of the market place. Through separation of ownership from management, the new giants are emancipated from stockholders. By reinvesting profits they escape the capital market and the financier. They neutralize consumer sovereignty by Madison Avenue manipulation of their clientele. By government contract, pressure-group activity, personnel interchange, etc., they share power with the state.

"Whatever the corporation cannot do for itself, it accomplishes through government; through policies and programs to maintain full employment, through subsidies for research and development, through support to education that will assure a supply of scientific and technical skills . . .

"As public facilities and domestic needs at last begin to receive official attention, the quasi-public utilities are moving into areas where civil servants of municipal, state and national agencies or non-profit universities once did the job. They are converting every urgent social need into a profitable business."—*The Nation*, Oct. 28, 1968.

Safety Awards



Norman Cramer (left) and Paul Rooks (right) receive safety awards from J. L. Cooper, safety director of Rooks Transfer Lines, Inc., of Holland, Mich., for 41 years of accident-free driving totaling 4 million miles. Cramer and Rooks are members of Teamsters Local 406 in Grand Rapids, Mich. The company honored 53 drivers with a total of 403 years of safe driving.

"Today's business manager is being thrust into a new role. He must become a socio-economic leader, concerned not merely with his own enterprise but with the environment in which it operates and with the interaction between them. We have come a long way since the day John D. Rockefeller, Sr., agreed to say a few words for the newsreel cameras and declared, 'God bless Standard Oil.'—Businessman.

centration in banking itself. He says: "A few banking institutions are in a position to exercise significant influence, and perhaps even control, over some of the largest business enterprises in the nation."

Rep. Reuss has asked the Federal Trade Commission, which has been probing the 1968 merger pace, to make an inquiry to determine the answer to this question: "To what extent does the concentration of economic power resulting from conglomerate mergers also lead to a concentration of political power?"

Experts see no slow-down in conglomerate growth. Stephen M. DuBrul, Jr., a specialist in acquisitions and mergers, was quoted in the New York (N.Y.) *Times* recently as saying: "My guess would be that we'll see a 10 to 30 per cent increase in mergers over this year's (1968) activity."

Headaches are due for organized labor if such predictions come true.

An example of the complexity of the situation may be found in the case of Ling-Temco-Vought which had dealings with 15 different international unions before taking over Jones & Laughlin Steel not so long ago.

Textron, the 49th largest industrial conglomerate in the country, deals with 13 international unions in its manufacture of aerospace equipment,

bathroom accessories, chain saws, golf carts, paints and varnishes, optical products, hearing aids, ball bearings, and so forth. More than half Textron's business, incidentally, comes from government contracts.

Clearly the labor movement in the United States is confronted with a completely new collective bargaining challenge. Throughout the decades of American industrial growth, unions have managed to change their policies to meet new economic conditions and forms of industrial development.

". . . power—not economic power such as concentration ratios might show, but political and social power—comes from conglomerate as surely as from horizontal or vertical merger. It comes from 'one-bank holding companies' used as a means of diversifying banking activities as surely as from bank mergers and multi-bank holding companies." —Almarin Phillips, professor of economics and law at Wharton School.

Now there is a mandate for the labor movement to once again prepare new techniques.

● Food Firm

Drivers, salesmen and production workers employed by Mayon Foods Co., Inc., of Colton, Calif., voted for representation by Teamster Local 166 of San Bernardino, Calif., in a National Labor Relations Board election recently.

C. W. Wright, Sr., Local 166 secretary-treasurer, said 20 employees of the food processing company were eligible to ballot. The vote was 14 to 6 for the Teamsters.

● Bakery Win

Bakery production workers employed by Red Owl Stores, Inc., of Minot, N.D., recently voted for representation by Teamster Local 74 in a National Labor Relations Board election.

Sylvan E. Hubrig, Local 74 president, said all 11 employees balloted with the Teamsters receiving 8 votes, 2 against, and 1 vote challenged.

Party for Youngsters



Donald Peters, president of Teamster Local 743 in Chicago, is shown receiving an appreciative smack from a young resident of Little City, a multi-racial, non-sectarian community for mentally retarded children at Palatine, Ill. Local 743 sponsors a holiday party annually for the youngsters.

"By 1974, some 200 to 250 giant corporations will rule the industrial world—not American nor Canadian nor British corporations, but world corporations with holdings all over the world."—Charles Levinson, general secretary of the Geneva-based International Federation of Industrial Organizations.

Afraid of Workers

Farm Bureau Sharpens Knife To Oppose Any Union Effort

The American Farm Bureau Federation, long opposed to unionization of farm labor, has drawn up plans to fight any such move next year if Congress shows any inclination to broaden federal labor law by extending coverage to agricultural workers.

Passage of legislation to give agricultural workers the same right to organize and bargain collectively as is enjoyed by other workers is one of the goals of the Alliance for Labor Action recently formed by the Teamsters and the United Auto Workers.

The AFBF legislative strategy was outlined in a policy resolution passed by delegates to the organization's 50th annual convention last month in Kansas City, Mo.

Reaffirming their opposition to any extension of collective bargaining into agriculture, the AFBF indicated that if Congress considers a bill next year the organization will lobby for a plan removing farm labor from the juris-

diction of the National Labor Relations Board.

AFBF officials said a separate body could be set up as an alternate plan if farm labor legislation is imminent. The body would be "tailored to meet the needs of farmers and farm workers"—In AFBF language, that means to help farm employers only.

The AFBF convention resolution was a lesson in how to have your cake and eat it too.

The alternate plan, as defined in the resolve, would include specific prohibition of secondary and product boycotts and strikes "which would result in loss of perishable products" produced by farmers.

Before the resolve was adopted, however, the delegates vigorously rejected an amendment that would have sought exemption from labor legislation for farmers marketing less than \$100,000 worth of goods annually, or employing less than an average of 8

workers a year.

In effect, the AFBF — whose strength lies in corporate farm membership—wanted the whole hog to be protected from unionism.

The delegates also rejected an attempt to include in a resolution on federal farm programs a provision for limitation of \$20,000 a year on the amount of government payments made to subsidize individual farmers.

The proposed limitation was tacked to a resolution seeking gradual elimination of present federal control and subsidy programs—and was loudly shouted down by delegates from cotton, wheat and feed grain areas where most of this year's \$3.5 billion in direct payments has been distributed.

Speakers against the limitation, tongues in cheeks, suggested that if the AFBF approved such a curb, the public and Congress might interpret the action as approval of current programs if the ceiling were enacted.

What they were really saying was that any land-retirement program that might replace the subsidy treasure chest would result, in one way or another, in the loss of billions of dollars to the huge corporate farming groups that make money by not planting crops.

Monster Toy



Jack Martinez, a member of Teamster Local 982 in Lancaster, Calif., pilots this 65-ton monster in earth-moving operations at the site of the \$44 million Castaic dam, last to be built in the Feather River project to bring Northern California water to the southern part of the state. Some 500 members of Local 982 work on the project.

NAM Attacks Coordinated Bargaining

The National Assn., of Manufacturers—long a foe of trade unionism—is working its publicity staff overtime to con news media into spreading the alarm that larger and longer strikes will result from National Labor Relations Board rulings sanctioning coalition bargaining.

Referring to recent Board decisions that permit unions to team up at the bargaining table, W. P. Gullander, NAM president, asserted that the rulings are "another illustration that the Board has not been correctly interpreting our national labor laws."

Gullander said "corrective action" in this regard is prominent on management's agenda for action in 1969.

The NAM spokesman asserted that the increased use of coalition bargaining has already produced long and costly strikes, ignoring management's role in the disputes.

Increased coalition bargaining, said Gullander as he peddled the NAM brand of fear and fright, "can only escalate labor conflict."

DRIVE REPORT

Ralph Yarborough To Head Labor Committee

Outstanding Achievement



Presenting a DRIVE Outstanding Achievement Award to Leo DaLesio, Secretary-Treasurer of Local 311, Baltimore, Maryland, is Al Edwall, assistant to Carlos Moore, at that local's Annual Shop Stewards' Banquet.

A Trend

91st Congress Could Be Known As Transportation Congress

The 90th Congress, which adjourned on October 14, 1968, will probably come to be known as the consumer congress, as a result of the great amount of consumer protection measures enacted. Many legislators and Capitol Hill observers now believe that the new 91st Congress could well be known as the Transportation Congress.

It couldn't come at a better time as the problems confronting the transportation system in our country are now massive. Some of these problems which will confront the new president

and the new congress will be excessive air traffic congestion and inadequacy of existing airports with the problem growing even more serious with the steady increase of air cargo and air passenger usage.

It appears that the new Administration will push for rapid completion of the present interstate highway system and the beginning of a new U.S. Highway system better suited to meet the pressing needs of today's heavy vehicle traffic.

It is now widely accepted that any
(Continued on page 26)

Most Important Committee To Labor

Of all the positions of leadership in the U.S. Senate, perhaps the most important to working men and women is the chairmanship of the Senate Labor and Public Welfare Committee.

Fortunately for all Americans, the man who assumes this responsible and demanding job in the 91st Congress has most impressive credentials, Senator Ralph W. Yarborough (D-Texas). Teacher, lawyer, soldier, judge, U.S. Senator, and the people's advocate would be the most candid way to describe the senior Senator from Texas.

Born and educated in Texas, he went to teach in the rural public school system. He later graduated from the University of Texas Law School and went into private practice. Senator Yarborough then served as an assistant state attorney general, taught at the University of Texas, and served as a district judge. During World War II, he served in both the European and Pacific theaters of war and was discharged a Lt. Colonel.

In a special election in 1957, Ralph Yarborough was elected to the U.S. Senate as a candidate of the people. It was a special tribute to a down-to-earth man who had bucked a political machine and big business interests in previous races for state office and had been narrowly defeated in the past.

Once in the Senate, Yarborough became a champion of the working people, veterans, farmers, and the underprivileged.

He now serves on the important Appropriations Committee, which has the responsibility for allocating funds for all federal expenditures, and the Post Office and Civil Service Com-
(Continued on page 26)

Yarborough Heads Labor Group

(Continued from page 25)

mittees, as well as the Labor and Public Welfare Committee.

One of his most significant legislative victories was passage in 1965 of the Medicare Bill which he co-sponsored. In 1966, the Senator led the battle for the greatest improvements in the Minimum Wage Act since it was passed. As early as 1960, he co-sponsored a "Truth in Lending" bill, which was finally enacted in 1968.

Concern for older workers' employment opportunities prompted him to sponsor and finally see to passage the "Age Discrimination Act of 1967," which prohibits discrimination in employment of workers between 40 and 65 years of age.

As chairman of the Veterans Subcommittee, he is an author of the Cold War G. I. Bill of Rights and pushed for many improvements over the past years for veterans.

One of Senator Yarborough's major interests has been in the field of education. He has helped shape every major education bill since 1957.

Of considerable pride to him was passage of a bill he sponsored, the 1965 Elementary and Secondary Education Act, which is the most far-reaching federal education measure

ever passed and which revitalized American education and added a provision giving special financial aid to low-income states. The Senator is a



Sen. Yarborough

firm believer in constitutional rights of all Americans and favors curbs on electronic eavesdropping and wire-tapping.

As chairman of the Senate Labor and Public Welfare Committee, he will determine which bills will be called for hearings and when the hearings will be held. This will be especially important in the field of labor legislation.

A staunch defender of free collective bargaining, he has consistently voted "right" according to organized labor voting standards. He is a sponsor of the Occupational Health and Safety Act because of concern over the fatality and injury rate suffered by workers on the job.

He has already indicated this legislation will receive priority attention of his Committee in 1969. With the ever-increasing talk of rewriting our Federal labor laws, and active efforts already underway to emasculate the National Labor Relations Board, it is reassuring to know that a man who knows and understands the problems of workers will be chairman of the labor committee. As Senator Yarborough says, "People are what matters."

91st Congress...

(Continued from page 25)

new highway system would have to be financed through steep increases in user taxes, which could develop into a real legislative battle. The Motor freight industry is almost sure to again press for passage of a bill to increase weights and widths of motor carrier vehicles. This bill, which came within a breath of passage in the last congress, is sure to be a hotly contested issue if it is re-introduced. The Nation's freight forwarders have already indicated they will re-introduce a measure to permit them to execute contracts with railroads on a rate basis below existing ICC tariff regulations.

It also appears that a new push will be made to bring the Federal Maritime Administration into the Department of Transportation and this time the measure will probably receive favorable treatment.

Transportation experts seem to believe the new Administration will clear the way for significant mergers in all areas of the transportation industry — further consolidating our transportation system.

100% for Drive



These members of Teamster Local 170, employed by United Parcel Service in Worcester, Mass., were all smiles after signing DRIVE membership cards for 100 per cent participation in the program. The business agent is Dick Best.

Tax Reform Hangs Fire

Treasury Wants to Close Some Loopholes, But It's Up to Nixon

Tax reform—one of the hottest items on the agenda of the new 91st Congress—has been dumped squarely into the lap of President-Elect Richard M. Nixon who takes office on January 20.

The Johnson Administration has made a study of what kind of reforms are needed, but President Johnson decided that he would make no recommendations of his own. He is letting the incoming Republican Administration make its own tax reform proposals.

When Congress passed the 10 percent income surtax last year, it requested the President to recommend tax reforms by December 31. The Treasury Department went to work on tax studies and has come up with a program of reform but only at the staff level. President Johnson, in a letter to Congress, said that he had made no judgment on the merit of the proposals, but was passing them on to the incoming Nixon Administration.

Specifically, he sent them to David Kennedy, Nixon's choice for the Treasury post in the Cabinet. What Nixon does with the proposals is not known. It will be up to the new President to present such parts of them as he approves of or come up with his own suggestions, if any.

That Congress wants a tax reform program seems clear. It asked President Johnson for one and presumably

it will now want one from Nixon. In addition, Chairman Wilbur D. Mills of the House Ways and Means Committee has announced that he wants to do something about tax reform this year. He has said, further, that if Nixon doesn't send up a program, the Ways and Means Committee will turn up with one of its own.

Whatever happens, the tax reform program suggested by the Treasury experts in their report to President Johnson and now in Kennedy's hands, is certain to become an important factor in what Congress does. The Treasury proposals have not been made public, but knowledgeable sources know pretty well what's in them.

Most of the Treasury proposals are technical in nature, but if put into effect could cut into some of the most vicious loopholes now in existence and add considerably to Government revenues. They also would help lower income groups to some degree.

Here are some of the Treasury suggestions as reported in reliable quarters:

1. Under present law the owner of stocks or real estate pays taxes if he sells during his lifetime at a profit. When he dies the value of such possessions at the time of death becomes the new base for tax purposes for his heirs. That means that tremendous profits accrued over a whole lifetime

are never taxed at all. The Treasury wants this loophole closed.

2. Under present law there are millionaires who don't pay a cent of taxes because of loopholes, something that has shocked more than one Congressman and the public in general. The Treasury would set up a ratio between taxable and non-taxable income in such cases that would produce at least a minimum tax, the amount not stated.

3. The Treasury would like to see a closing of tax loopholes in the case of charitable deductions now used by wealthy tax-payers to hold down their taxes.

4. Tightening of the rules under which charitable foundations may qualify for tax exemptions also is proposed. This would affect their commercial enterprises and income from such enterprises.

5. Some tightening up on groups which now get special tax favors, notably financial institutions, farmers, timber cutting and other natural resources. The latter could very well affect the oil industry. While the Treasury apparently did not make a frontal attack on the current 27½ percent depletion allowance which has made so many oil millionaires, technical changes in the law could tax some oil profits that now escape taxation.

6. Relief for lower tax brackets is suggested in proposals for some increase in standard deductions and especially deductions for low income groups with the result that a considerable number of those at the bottom of the economic totem pole would drop from the tax rolls.

While the Treasury proposals are far from representing a vigorous frontal attack on tax loopholes as has been proposed by organized labor, they are regarded as at least opening the way to some major improvements. This is especially true so far as they tighten the capital gains loophole. The minimum tax to wipe out the scandal of millionaires who pay no tax at all also is regarded as important. It was on the program of the late President John F. Kennedy before his assassination in 1963.

Teamsters Co-sponsor Classes Aimed at Political Know-How

Teamster Joint Council 32 of Minneapolis, Minn., has joined with the League of Women Voters of that city to expand a citizenship education project aimed at involving more voters in the political process and increasing their political know-how and effectiveness.

Jack Jorgensen, president of the joint council, said a Teamster financial grant will enable the League to increase its services to city residents.

The goal of the citizenship education classes is to provide basic information enabling citizens to attack gov-

ernmental problems effectively.

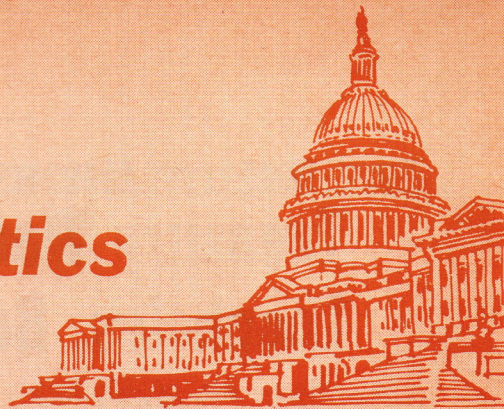
The study content of the courses includes such subjects as: local government, taxes and expenditures, the draft, citizen rights and legal protections, voting, lobbying and other means of influencing government.

The Teamster funding underwrites the cost of publications, field trips and related expenses.

The League provides a coordinator and teachers, adapts subject matter to fit current events and the interests of the students, prepares visual aids, and distributes publications.



SPOTLIGHT ON Legislation and Politics



- Powell Case

The Justice Department, saying that "available evidence didn't warrant prosecution," has dropped its case against Adam Clayton Powell that was raised by the House when it barred him from Congress in 1967. An investigating grand jury expired without returning an indictment.

- Congressional Pay Proposal

A special commission created by law in 1967 to study the salaries of members of Congress has recommended that congressional pay be boosted from \$30,000 to \$50,000. The annual cost of the proposed raise would be nearly \$11 million.

- Nixon Cabinet

Most of President-elect Nixon's cabinet selections have strong business ties. His Secretary of Labor, George P. Shultz, is dean of the University of Chicago business school; his Secretary of Transportation, Massachusetts Gov. John A. Volpe, owns a construction firm.

- Popular Vote

Final election returns show that President-elect Nixon defeated Vice President Humphrey by a margin of 499,704 votes. The official totals were: Nixon 31,770,237; Humphrey 31,270,533; Wallace 9,897,141—making the total popular vote in the neighborhood of 73,000,000 when minor candidates are included.

- State Lobbying

More and more states are opening offices in Washington, D.C., with an executive charged with lobbying for more federal contracts for their home territories. A total of 16 states now have such offices charged specifically with competing for federal grants and research projects.

- House Voting Reform

The House Ethics Committee has come up with a recommendation for modernizing House procedures to avoid errors in recording votes. The recommendation is the result of a continuing investigation after disclosure that a member was recorded on several roll calls last September when he was not present for the vote.

- Guidelines Again

There was little political reaction to the action by President Johnson's top economic advisers in suggesting, during the last days of 1968, that business and labor make "mutual short-term sacrifices" by accepting new guidelines for voluntary wage and price restraints. However, Treasury Secretary Joseph W. Barr commented that there was evidence of an easing off of inflation.

- Business Political Action

The Business-Industry Political Action Committee reported that it spent a "record" \$500,000 in the November election with a claimed winning average of 60.9 per cent. BIPAC also announced its belief that organized labor spent \$60 million "in a futile effort" to elect Vice President Humphrey.

- Word War on Ages

Political observers indulged themselves in the silly season as they argued about the ages of the old and new Presidential cabinets. One group of pundits pointed out that the incoming Nixon cabinet is 11 months younger than the outgoing Johnson cabinet. Another group pointed out that the Nixon cabinet is also 7 years older than the Kennedy cabinet named in 1961.

- Reaction to Blount Bluntness

The National Assn., of Letter Carriers is taking to task Postmaster General-designee Winton Blount—who is also president of the U.S. Chamber of Commerce—for his article in a recent issue of "Nation's Business" in which he called federal workers "the most molly-coddled working class in the nation."

- Democrats Seek Revival

Vice President Hubert Humphrey, Sen. Edmund S. Muskie, and Lawrence O'Brien, chairman of the Democratic National Committee, have called for a rebuilding of the Democratic Party.

- Unionists in Congress

An unofficial count has it that there are 23 union members or former union members in the 91st Congress. The list includes 3 newcomers.

**For
Your**

Information

● Consumer Services

The Department of Health, Education and Welfare has opened a new office of consumer services which, among other activities, will distribute a newsletter of consumer information aimed particularly at housewives.

Other consumer activities by HEW include plans to establish consumer counseling services in ghetto neighborhoods. HEW also has organized a new consumer protection and environmental health services agency.

Furthermore, HEW's Children's Bureau is setting up a consumer education program related to food purchasing and money managing as part of the bureau's service for low-income families.

● Food Costs in 1969

Abundant supplies of most crop and livestock products are expected to take some pressure off rising retail food prices—at least in the first 6 months of 1969—according to the National Assn. of Food Chains.

But, notes the NAFC, an upward trend in the cost of marketing food will offset lower farm prices in many cases. Marketing costs usually take about 62 per cent of the retail food \$1 price tag.

In short, predicts the food-chain group, food prices this year are expected to climb 2 per cent—a much more moderate increase than the 3.5 per cent rise in 1968.

● Studded Tires

Studded snow tires will be permitted on the highways of 45 states, the District of Columbia, and all Canadian provinces this winter, according to the National Highway Users Conference.

The 5 states still prohibiting the tires that contain small metal stud inserts designed to increase grip are: Arkansas, Georgia, Louisiana, Mississippi and Texas—all in the southern climes where the chances of snowy or icy driving are almost nil.

● Unsolicited Merchandise

If you were one of those who received unsolicited merchandise in the mail during the holiday season, it's easy to reject it, according to the Post Office Department and the Federal Trade Commission.

All you have to do is write the word, "refused," on the package and return it with no additional postage required. Or, you need not even return it

if you do not use it. Even if you have opened such a package, repack and reseal it as best you can and mark it with the magic word, "refused," and give it to the postman.

Three states—New York, Maryland and Illinois—have passed laws declaring that anyone receiving by mail anything unordered may consider it a free gift and keep it.

● Homes and Heat

Twenty-two years ago, Nashville, Tenn., had only 29 electrically-heated homes; today it has 75,000 homes heated by electricity—more than any other city in the world.

The reason is the low-cost electricity supplied wholesale by the Tennessee Valley Authority and promoted vigorously by Nashville's distribution system in the interest of no smoke, no soot, no residue.

When TVA was made possible by congressional legislation signed by President Roosevelt, it was described by FDR foes as a dreaded example of "socialism."

● Equal Opportunity

In its first year, 1965-66, the Equal Employment Opportunity Commission was deluged with 8,854 complaints.

Since then, such a big backlog has built up that it now takes 15 months for a case to be reviewed. Meanwhile, individual complaints continue to pile up at the rate of 5,000 a year.

● Teacher Corps

The 3-year-old Teacher Corps project has steadily gained bipartisan support since 75 per cent of the program's first batch of interns now are full-time teachers in poverty-area schools.

Officials say they hope such figures will encourage Congress to vote the program more money.

● Medical Care

In a surprising switch, the president of the American Medical Assn., said recently that 20 million Americans are not receiving adequate medical care.

Dr. Dwight L. Wilbur urged physicians to try to meet the problem by making high-quality health care "more accessible" at "reasonable cost."

AMA spokesmen in the past have steered clear of any admissions that there were deficiencies in the nation's system of health care.

● Labor Register

The Department of Labor has published a new "Register of Reporting Labor Organizations" which lists 51,284 international and local unions filing reports under the Labor-Management Reporting and Disclosure Act as of Jan. 1, 1967.

The union organizations are listed by states, cities, and by organizations within each state. The publication is available at \$2.50 per copy from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

● Consumer Assembly

The 3rd annual Consumer Assembly, sponsored by the Consumer Federation of America, will be held in Washington, D.C., Jan. 30-31.

Keynote speaker will be Sen. Philip Hart of Michigan, chairman of the Senate Anti-trust and Monopoly Subcommittee. Hart is currently conducting hearings on the misuse of consumer credit data. He sponsored the truth-in-packaging bill in the Senate.

The Consumer Federation of America is a federation of 136 local, state, regional and national consumer and consumer-oriented organizations across the country.

● Rail Accidents Up

Final tallies of railroad accident reports for 1967 by the Department of Transportation show a continuing increase in train accidents and train employee casualty rates.

During 1967, the record shows, the number of train accidents increased more than 7 per cent over the previous year to a total of 7,294. The total was higher by 22 per cent over the 1965 figures.

Derailments accounted for 4,960 of the accidents in 1967—an increase of more than 500 over the previous year.

● Inflation Prediction

Walter W. Heller, one-time chairman of the Council of Economic Advisers, predicts that strong inflationary pressures are likely to continue through all 4 years of the Nixon Administration.

Speaking at a business seminar in Chicago, Heller—who served under both Presidents Kennedy and Johnson—said: "I cannot see with the best measures that might be taken the Nixon Administration is likely to bring inflation down below 2 per cent annually in his 4 years."

Heller defined a rate of price increase between 1½ and 2 per cent as "acceptable" inflation.

● Social Security Taxes

Social Security taxes went up Jan. 1, 1969, meaning that persons on a wage or salary will pay up to \$31.20 more this year as will their employers.

The maximum increase applies to persons earning \$7,800 or more. Workers earning less will pay proportionately less. A worker earning \$5,000 will, for example, pay \$20 more for the year.

Workers and employers each will pay 4.8 per cent

of the worker's earnings up to \$7,800 during 1969. The 1969 rates will apply next year also. The present law calls for another tax rate increase in 1972.

● Transportation Program

Transportation Secretary-designate John A. Volpe indicated as the new year approached that he will push for more mass transit systems for cities as alternatives to automobile travel on freeways.

Volpe, who served as interim federal highway administrator under President Eisenhower a decade ago, also indicated he will put more stress on the high-speed train program.

● Di Giorgio Quitting Grapes

The Di Giorgio Corporation, one of the leaders in opposing unionization by the Cesar Chavez farm labor movement, is abandoning its once-flourishing agricultural empire.

While union haters may claim that the advent of unionism ran Di Giorgio out of the grape business, these are not the facts. Federal edicts have forced the corporation to sell off much of its farm acreage because of water limitations.

An additional factor is the diversification of Di Giorgio. The company has its fingers in drugs and cosmetics, timber, land development for shopping centers, condominium apartments, mobile home parks and recreational areas.

J. Max O'Neill, president of the Di Giorgio Fruit Corp., a subsidiary of the parent company, was quoted in the New York (N.Y.) *Times* as saying: "Less than 2 per cent of our total revenue in 1967 came from agriculture."

● Aerosol Can Danger

The National Safety Council warns that aerosol containers can explode violently when subjected to heat.

The council suggests several precautions starting with a warning that consumers should read the can label and use the contents exactly as directed.

Aerosol containers should not be thrown into a fire or incinerator. Although seemingly empty, they sometimes still contain gas, which expands when heated, and may cause an explosion.

Finally, the operating valve of the can should always be depressed until all pressure is relieved before discarding.

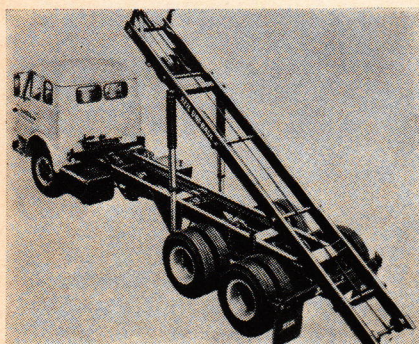
● Crusader Appointed

Ralph Nader, consumer crusader who has been a thorn in the side of automobile manufacturers in recent years, has been named to the National Motor Vehicle Safety Advisory Council.

Nader was appointed to the government advisory post by Secretary of Transportation Alan S. Boyd. The council has 13 public and 9 non-public members and is charged with giving its views on motor vehicle safety and evaluating safety standards.

WHAT'S NEW?

Container Trailer



A low cost container mechanism, pictured above, has been announced by a major manufacturer. One of the main features of the unit is the special adapter hook which makes it possible to pick up containers made by most manufacturers. Containers are pulled aboard by a hydraulic drive. This hydraulic operation does away with troublesome sprockets and chains and exposed gears.

The usual subframe has been eliminated to reduce overall weight. This was accomplished by hinging the mechanism directly to the truck frame. Two double action telescopic cylinders, operated from the cab, provide the power for up and down dumps as well as a higher dump angle.

The unit will handle, ten, twenty, thirty and forty cubic yard containers up to twenty-two feet in length. It is available in 30,000 and 50,000 pound capacity for straight truck mounting.

Turbine Bus

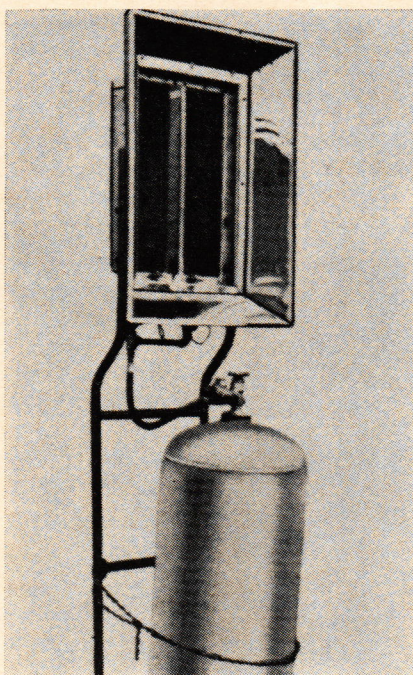
A rapid transit experimental vehicle combining the comfort of an airliner with the utility of a gas turbine engine and other unique features, is under study by one of the industry's major producers.

The 40-foot coach is 14 inches lower than normal bus coaches with a twelve inch lower floor. The coach can reduce step height to as low as three inches for loading at stops without curbs with a unique "kneeling" action.

Another unique feature is the modular construction, designed in 5-foot lengths, the prototype could be scaled down to 35, 30 or 25 feet by taking out five foot sections. Instead of the usual two row seating the prototype bus has a lounge arrangement which compares to first class travel by air.

The turbine engine which powers this bus, meets or exceeds all power needs. In addition, it has more weight to power ratio and more than ample power at all foreseeable high speeds than the conventional gasoline and diesel fuel engines now in use.

Dock Heater



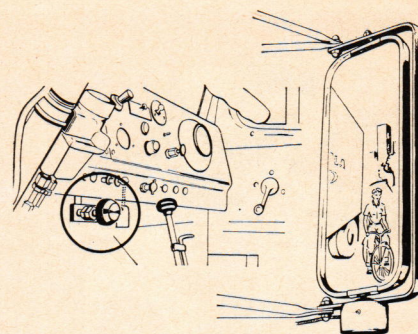
There is nothing colder than a shipping dock in the winter and for years inventors have sought a practical method of warming such open areas. With this in mind, a new infra-red heating device has been introduced to the market providing immediate heat for men and machinery in loading dock areas.

The heater operates on any locally available propane gas tank designed for service in a vertical position. The manufacturer recommends 5 or 10 pound tanks. A 5 pound capacity tank will provide three hours of heating service.

Other features of this heater include: flameless, odorless and smokeless operation. The unit can be mounted on dolly wheels which make it completely portable on the job.

The heater, pictured above is offered in 30,000 and 60,000 BTU capacities.

Blind Side Mirror



Drivers who prefer sight to guessing will welcome installation of this adjustable mirror on their rigs.

The mirror apparatus is operated with a dashboard mounted control knob, the driver turns the knob to the desired viewing position and when he releases the knob it automatically returns to the normal position. The mirror can be locked in any desired angle simply by turning the knob then pulling out where desired visibility is achieved.

The unit serves its greatest purpose on the vehicle's "blind side" but it can also be installed on the driver side.

Painters Helper

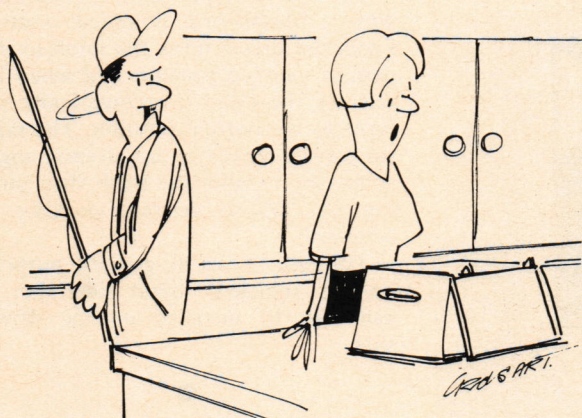
A Teamster member who doubles as an inventor has come up with a simple but unique device for do-it-yourself fans and professionals alike. The invention consists of two wires attached to a small spring. The wires attach to the sides of a paint can with the connected spring pulling taut over the top of the can.

The painter uses the spring to wipe excess paint off of his brush thus keeping the rim of the can free of paint and allowing the top of the can to be replaced without any difficulty.

WHAT'S NEW endeavors to keep our readers informed of late developments in fields in which they are interested. Since it is the policy of THE INTERNATIONAL TEAMSTER not to advertise any product, trade names and manufacturers are omitted. Interested readers can obtain names of manufacturers by writing THE INTERNATIONAL TEAMSTER, 810 Rhode Island Ave., N. E., Washington, D. C. 20018.

A report on new products and processes on this page in no way constitutes an endorsement or recommendation. All performance claims are based on statements by the manufacturer.

LAUGH LOAD



"Is that the fish you caught, or the left over bait?"

Give and Take

There is the story told about a very witty professor who had the habit of irritating one particular female neighbor. On one occasion he was awakened at two o'clock in the morning with a phone call from this neighbor, complaining that his dog was keeping her awake.

"Okay," said the professor and hung up the phone.

The next morning at exactly two o'clock, the professor's neighbor was awakened by her telephone and when she answered the caller stated, "Madam, I don't own a dog."

The Big Switch

A catalogue "do-it-yourself" firm received a letter from one of its customers.

"Built a birdhouse according to your stupid plans, not only is it too big but it keeps blowing out of the tree!" Signed, Unhappy.

The firm replied, "Dear Unhappy, Sorry. We accidentally sent you a sailboat blueprint. If you think you are unhappy you ought to see the guy who came in last in the Royal Yacht Club regatta in a leaky bird house."

The Big Chance

Two horse race buffs were recently engaged in a heated argument over a horse which was to run at their favorite track the following day. The first claimed that the horse was a sho-in and that he would bet him the next day. The second maintained that the horse couldn't fill a dog food can; the man even went so far as to give his friend one-million to one odds on the horse.

The following day the two met to settle the bet, both with long faces. It seems that the horse had indeed won the race. Looking at the winner, the first man remarked, "Why are you so unhappy, you won the bet."

"Yeah," replied the second, "but you dream all your life about making a killing and I only bet one dollar on the darn race."

Partly Cloudy

During a recent cold spell a local tv weather reporter went on the air with a late night broadcast and reported, "tonight will be cold, and partially cloudy with no precipitation expected."

The next morning his listeners were greeted with twelve inches of snow and the weather man received the following letter from an irate viewer.

"I listened to your broadcast last night, now would you please come over and shovel this partially cloudy off of my sidewalk."

Old Pro

At a recent business convention two successful financiers were trading boyhood stories. The first related that his ambitions ranged from soldier to fireman when he was a boy.

The second sighed over a long lost memory and said, "My only ambition as a child was to become a pirate."

"Congratulations," piped in an eavesdropper, "you made that a long time ago."

Perplexed

A financially strained college student devised a plan to apply for unemployment in order to stretch his budget. He was informed by the local office that he should fill out a questionnaire before he could qualify. Under the category of occupation, the student paused thoughtfully then filled it with, "buffalo hunter, but can't leave town."

Short Cut

There is an old saying that the quickest way to a man's heart is through his stomach, but from the looks of most men, there must be a shorter route.



FIFTY YEARS AGO

in Our Magazine



Vol. XVI

(From the January, 1919, issue of the TEAMSTER)

Number 1

Increased Living Cost Causes Real Wage Cut

Purchasing power declines constantly since 1913. Blame leveled against profiteers who control necessities.

DECREASING the purchasing power of the dollar by increasing the cost of the necessities of life is equal to a deep cut in wages. It is not a question of how many dollars a man receives for his labor, but how much he can buy for the dollars. What difference does it make whether a man receives \$100 a week or \$10 a week if his cost of living in the one case is \$99 a week and in the other case \$9 a week? At first thought one may say there is no difference at all, but there is a big difference, and the difference is in favor of the \$10 man. The man whose expenses are \$99 a week would be compelled to work 99 weeks before he could take one week's rest, while the man who lives on \$9 a week could take a week's rest every ninth week. Then supposing each of the men worked for a number of years, saving \$1 a week, it is easy to see that the \$10 man could retire from actual labor many years before the \$100-a-week man could do so. This clearly shows that the workmen in the United States are much worse off than they were in 1913.

The Department of Labor gives the following reduction in the purchasing power of the dollar. The report says: Food which could be bought for \$1 in July, 1913, now costs \$1.85 in Washington, \$1.85 in Baltimore, \$1.77 in Philadelphia, \$1.68 in New York, \$1.69 in Chicago and \$1.58 in San Francisco. The profiteer made the demands, using the worker as his mouthpiece. Steadily this modern bandit reduced the purchasing power of the worker's dollar. Every reduction amounted to a reduction in wages. He increased the cost of food, clothing, fuel, shelter and medicine. The worker's weekly wage finally shriveled to a point where it was not adequate to cover the week's needs.

Every time the profiteer decreases the purchasing power of the worker's dollar, every time this or that necessity is increased in cost, the seed of strike is sown.

WE extend to our local unions and their membership throughout the country the wish that they may have a happy and prosperous New Year. We trust that the New Year will be another year of added strength to our International Union. Each year we grow bigger, better, stronger and more influential than the year before. Let us hope that this year, Nineteen Hundred Nineteen, will be the banner year in the history of our International. If each one of you will help and do your share we are bound to be successful. If you will always bear in mind this thought—that it is your Union; that it means a betterment of conditions—then that thought will spur you on to a determination to help build up your union, to make it better than it was before, and undoubtedly it will be, as we expect it to be, a most successful year for our International organization.

War Causes Horse Shortage

The State Council of Defense, in its current bulletin, calls attention of Indiana farmers to the opportunity the horse market is certain to offer to them now that the war is over. A government report from Holland is quoted to show that the Germans paid \$500 to \$2,000 a head for horses and bought until the Netherlands government stopped the traffic because of fear of a horse shortage in Holland. The Germans bought 250 horses in Sweden at \$1,740.21 a head and would have taken more if there had been more available.

The war undoubtedly brought about a great shortage in the supply of horses in Europe. All will remember how tens of thousands of horses were shipped from this country for the use of the Allies in the ear-

lier days of the war. None of those will come back. Even the surviving animals in our own army equipment in Europe will be in such demand abroad that it would be false economy to reship them to this country where the demand and price will be less than in Europe.

There is certain to be a heavy demand for horses for export to Europe now that peace conditions have been established, as ours is the market most accessible. The result should be a very substantial advance in prices, as the Council of Defense suggests, and corresponding profit to those farmers who have been forehanded and taken advantage of the opportunity. There is not likely to be an overproduction in this country while Europe's supply is depleted.

Flu Medicine

An emergency Spanish influenza prescription for an adult, while waiting for the visit of a doctor, is given by a prominent Washington physician as follows:

Calomel, 2 grains; citrate of caffeine, 12 grains; hexamethylin, 24 grains; aspirin, 24 grains; quinine muriate, 12 grains.

The foregoing quantity is sufficient for 12 capsules. One should be given every two or three hours.

A few simple comfort measures can be given by the home nurse. If possible the patient should be in a bright, well-ventilated room, with wide-opened windows, but well out of a draft. A sponge bath, followed by an alcohol rub, is soothing to the sufferer. An ice pack at the head has been found to be valuable in relieving a patient's headache.

DON'T BUY

- ESSO
- HUMBLE
- ENCO
- ESSO IMPERIAL

(Standard Oil of New Jersey Products)

Teamsters Local Union No. 391 won an NLRB election and was certified as the exclusive bargaining representative of Gilbarco's 400 employees in Greensboro, North Carolina. The Company, a wholly-owned subsidiary of Standard Oil of New Jersey, refused to bargain in good faith with the Union and committed a multitude of unfair labor practices against its employees. These unfair practices caused the Union to strike on September 23, 1968, and the vast majority of the employees supported this strike. The NLRB is pursuing unfair practice charges against the Company but Gilbarco continues to ignore the law and the rights of its employees.

GILBARCO MANUFACTURES THE GAS STATION PUMPS FOR THE ABOVE PRODUCTS

GILBARCO **UNFAIR** GILBARCO